

MAG
Park-and-Ride Study

**Target Area
Evaluation**

Final Report

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prepared for:

Maricopa Association of
Governments
Phoenix, Arizona

prepared by:

KJS Associates
10801 Main Street, Suite 100
Bellevue, WA 98004

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TASK 4 TARGET AREA EVALUATION

Introduction

This report evaluates the thirty-two target areas that are part of the park-and-ride lot study. The evaluation report consists of three parts – the first is a restatement of the criteria, with added detail concerning the measurement of the target areas against the criteria.

Part 2 is a narrative discussion of each of the target areas on a criteria-by-criteria basis. This part also includes a map of the target area showing the boundaries examined, major streets and freeways, and proposed regional express bus routes. Part 3 is a comparative matrix showing each of the target areas and their relative performance against the criteria.

Part One: Target Area Criteria

MAG, the RPTA and the members of the Park-and-Ride Lot Agency Forum have reviewed the target area criteria. The following criteria reflect the comments received. The measurements proposed for each criterion are based on the key findings of the literature review conducted under Task 2 of this study. No priority or weighting has been established for these criteria; the order of presentation below does not imply any priority or weighting.

The consideration of each target area with reference to the criteria also includes consideration of whether a target area is best considered as a near-term candidate (that is, for development of a park-and-ride lot within the next 5 years) or as a long-term candidate (development more than 5 years into the future).

System and Land Criteria

Spacing – The target areas would be assessed as to their ability, when combined with the two current park-and-ride lots (Dreamy Draw, and 79th Avenue) and the one lot under construction (Deer Valley at I-17 and Bell Road), to constitute a public system of park-and-ride lots serving the entire regional freeway system. The “system” component includes examination of both geographic issues and ridership issues. Target areas served by planned (and not existing or programmed) freeways would likely fall into the long-term category. Density of development may affect park-and-ride lot spacing (with closer spacing near to the region’s central core; further spacing in the outer reaches of the metropolitan area).

+ Provides geographic coverage and center of target area at least five miles from nearest existing permanent park-and-ride lot

0 Provides limited geographic coverage with center of target area within five miles of nearest existing permanent park-and-ride lot in area of higher than average population density

- Provides limited geographic coverage with center of target area within five miles of nearest existing permanent park-and-ride lot in area of average or below average population density

Available land – Aerial, field work or jurisdictional input would be used to determine whether or not there are one or more easily recognizable potential sites in the target area that meet the minimum land size and dimension criteria. Vacant and underdeveloped property, especially under public ownership (such as ADOT remnant parcels), would be rated higher under this criterion. The literature review done as part of Task 2 indicates that a park-and-ride lot of 250 or more spaces is the approximate minimum size that justifies the level of transit service needed to attract riders. Four acres represents a typical acreage requirement for a lot of approximately 250 spaces, including bus pullout and layover area, passenger amenities, and other typical components. As demand forecasts become available and as specific sites are examined, the acreage requirements may be adjusted.

+ 5 or more vacant or underdeveloped parcels of 4 acres or more available, at least one of which is in public ownership; one existing parking facility with the potential of joint use of 250 spaces or greater can take the place of one of the lots

0 1 or more vacant or underdeveloped parcels of 4 acres or more available or a joint use site of 250 spaces or greater

- No vacant or underdeveloped parcels of 4 acres or more identified; potential for smaller park-and-ride lots or limited joint use

Transit Criteria

Express Bus Service (Proximity and Service Requirements) – The target areas will be assessed as to whether there are existing or proposed express bus services available linking the target area with one or more major regional destinations (i.e. downtown Phoenix, a major transit hub, etc.). This is a “fatal flaw” criterion if no express bus service is existing or proposed. Target areas with proposed (and not existing) service would likely fall into the long-term category. For purposes of this criterion, the term “proposed” means reasonably expected, and not necessarily already adopted as part of an official plan.

Desirable Features (Not Requirements)

- i) Local Bus Service Supplementing Express Bus Service (For transfer passengers, e.g. to express bus, carpool or vanpool) – Target areas will be assessed as to whether there are existing or proposed local transit services, in addition to express bus services, linking the target area with one or more major regional destinations (whether by direct service or connecting service) midday and early evenings. Such service would provide options for park-and-ride lot users unable to use the express service on a given day, especially for return trips. The local bus service would also serve as a feeder to the express bus network with transfers available at the park-and-ride lot. The local bus service could also act as a feeder to vanpools and carpools operating through the park-and-ride lot.
- ii) Additional Connectivity – In addition to serving the primary objective of supporting express bus service and car and vanpools, the park and ride lots may serve other proposed elements of a regional transit system, including transit centers and transit hubs (connecting points of express bus, local bus or light rail).

- + Existing or proposed express bus service available serving two or more regional destinations without connections
- 0 Existing or proposed express bus service serving one regional destination without connections
- No existing or proposed express bus service

A notation will be made in the discussion of the express bus criteria as it applies to each target area and again in the summary matrix if either of these desirable features exist in a given target area.

Freeway Criteria

Freeway Proximity – Target areas must be near an existing or planned freeway. Target areas with “proposed” freeway (but not existing or programmed) facilities would likely fall into the long-term category. All freeways in the region are expected ultimately to have HOV facilities, but not all have them currently. Target areas near freeways with existing or programmed HOV lanes would score higher in this category for near term sites. Areas not near existing or planned freeway facilities will be eliminated from further consideration.

- + Existing or proposed freeway with existing or programmed HOV facilities serves one or more interchanges in target area
- 0 Existing or proposed freeway with planned but unprogrammed HOV facilities serves one or more interchanges in target area
- No freeway interchanges existing or proposed within target area

Location relative to congestion on freeway – Target areas would be assessed as to whether they are located prior to, in the midst of, or beyond the point of freeway congestion, with areas rating higher where express bus and car or van pool car participants benefit the most from the new park and ride facility. Areas downstream of congestion would rank lowest based on this criterion, while areas upstream would rank highest. Congestion for the purposes of this criterion is defined as a volume-to-capacity ratio of .9 or above¹.

- + Target area located “upstream” or no closer than the mid-point of freeway congestion between target area and major regional destination
- 0 Target area located within congestion area but closer than mid-point
- Target area located beyond congestion area, thereby not benefiting from HOV facilities (existing or proposed)

¹ Projections of freeway congestion for 2019 are based on a volume to capacity ratio of .9; thus, its use in this criteria.

General Criteria

Projected demand – A patronage forecast would be developed for the target areas estimating transit (bus, vanpool and carpool) ridership as a result of development of a park-and-ride lot. Due to demand estimation limitations, the demand estimates may have to be adjusted for reasonableness; if this becomes necessary, it will be done using commonly accepted procedures and be based on professional judgment.

+ Target area projected to be in top 1/3 of target areas in terms of projected 2020 demand

0 Target area projected to be in middle 1/3 of target areas in terms of projected 2020 demand

- Target area projected to be in bottom 1/3 of target areas in terms of projected 2020 demand

Jurisdictional Support – This is a fatal flaw criterion; local jurisdictions must indicate their willingness to operate and maintain park-and-ride lot(s) identified for their jurisdiction, and to pay costs as required. Costs to be incurred by the local jurisdiction include operating and maintenance costs, matching capital costs, and, as appropriate and agreed, costs associated with joint use or joint development. Local jurisdictions must officially indicate their acceptance of these terms prior to final selection in this project of a park and ride lot for their jurisdiction. For purposes of this criterion, local jurisdiction means the municipal agency alone or as part of a multi-party sponsorship that includes the local jurisdiction.

For purposes of target area selection, agency representatives of local jurisdictions must indicate whether their jurisdiction would be willing to take on the responsibility of operating and maintenance of the new park and ride lot, and to pay matching costs. For sites to be programmed in the next five-year MAG Transportation Improvement Program, the lot's sponsor(s) must take steps as identified in the course of this project to program and/or otherwise set aside the requisite capital budget for the park and ride lots. Consistency with comprehensive plans, transportation plans or other policies will be a consideration.

+ Jurisdiction has expressed support for the project and has expressed willingness to request funds for capital and operating expenses

0 Jurisdiction has not expressly voiced its support for developing a park-and-ride facility in its jurisdiction

- Jurisdiction has specifically stated that it does not want to be considered for a park-and-ride lot (fatal flaw for near-term target areas; agreement needed prior to programming for long-term target areas)

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Part Two: Application of Criteria to Selected Target Areas

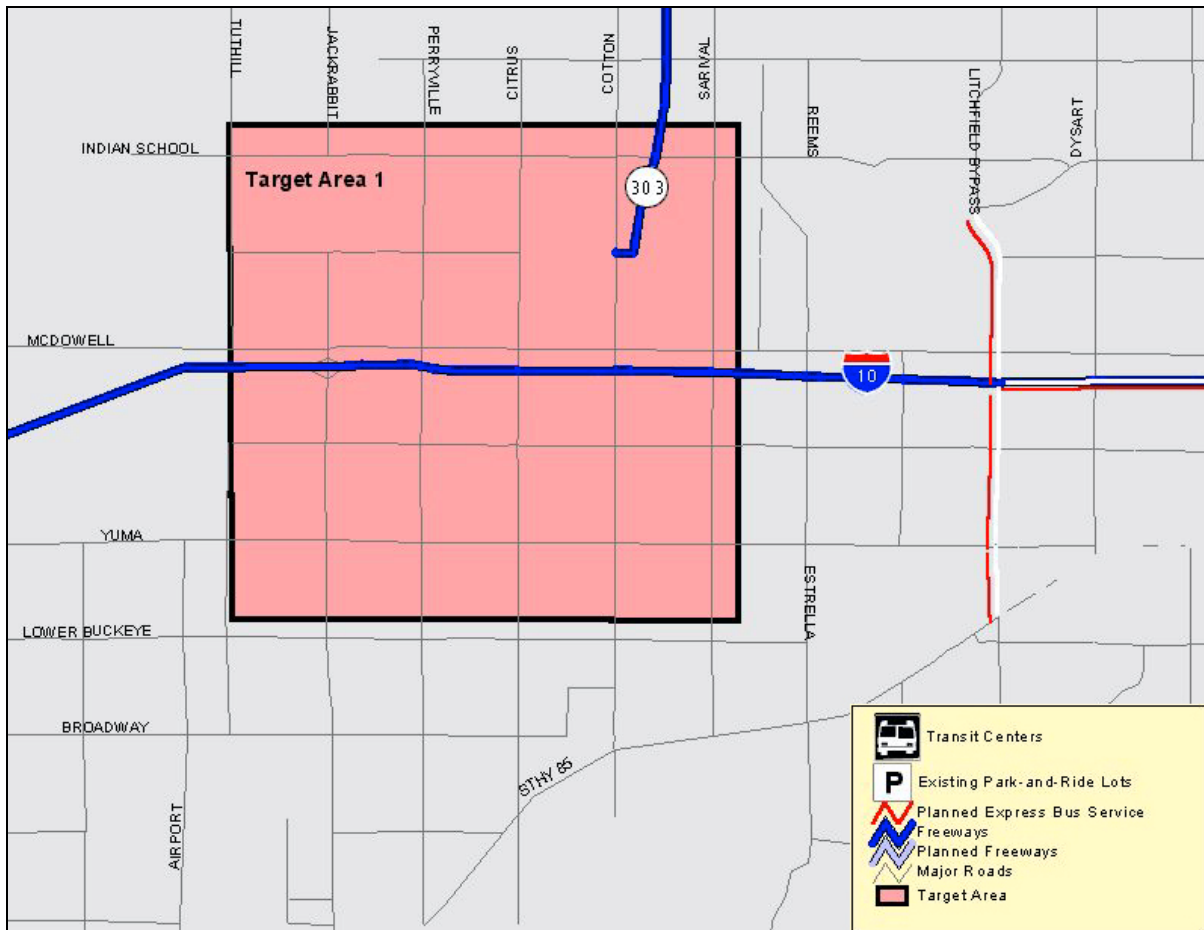
Target Area 1 (I-10 near Cotton Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land ² – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eight parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: I-10 and Citrus Lane (north and south intersections), I-10 and Cotton Lane, (north and south intersections). No joint use sites were identified.	+	+
Express Bus Service – No express routes currently serve this target area. The express bus plan proposed express service to the eastern edge of the target area. Local Supplemental Bus Service – No local bus routes currently serve this target area. Additional Connectivity – None proposed at this time	-	0
Freeway Proximity and HOV facilities – I-10 exists in the project area. HOV lanes currently do not extend west of 91st Avenue and are not programmed at this time. HOV demand of more than 600 vehicles per hour projected for 2020 does not reach west of Dysart Road.	0	0
Location Relative to Freeway Congestion – The target area is beyond current and projected areas of freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target in the top third of target areas.	-	-
Jurisdictional Support – This target area is within the Cities of Goodyear and Buckeye, and includes portions of unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

² The initial identification of potential park-and-ride sites is based solely on review of aerial photographs and the consultant teams knowledge of the areas. It is designed solely to indicate whether sites appear to be readily available for park-and-ride lots in the given target area. It is not meant to be a comprehensive list of potential sites that will be developed for the top 20 target areas in conjunction with staff of the local jurisdictions as Part of Tasks 5 and 6 of the study.

Figure 1 – Map of Target Area 1

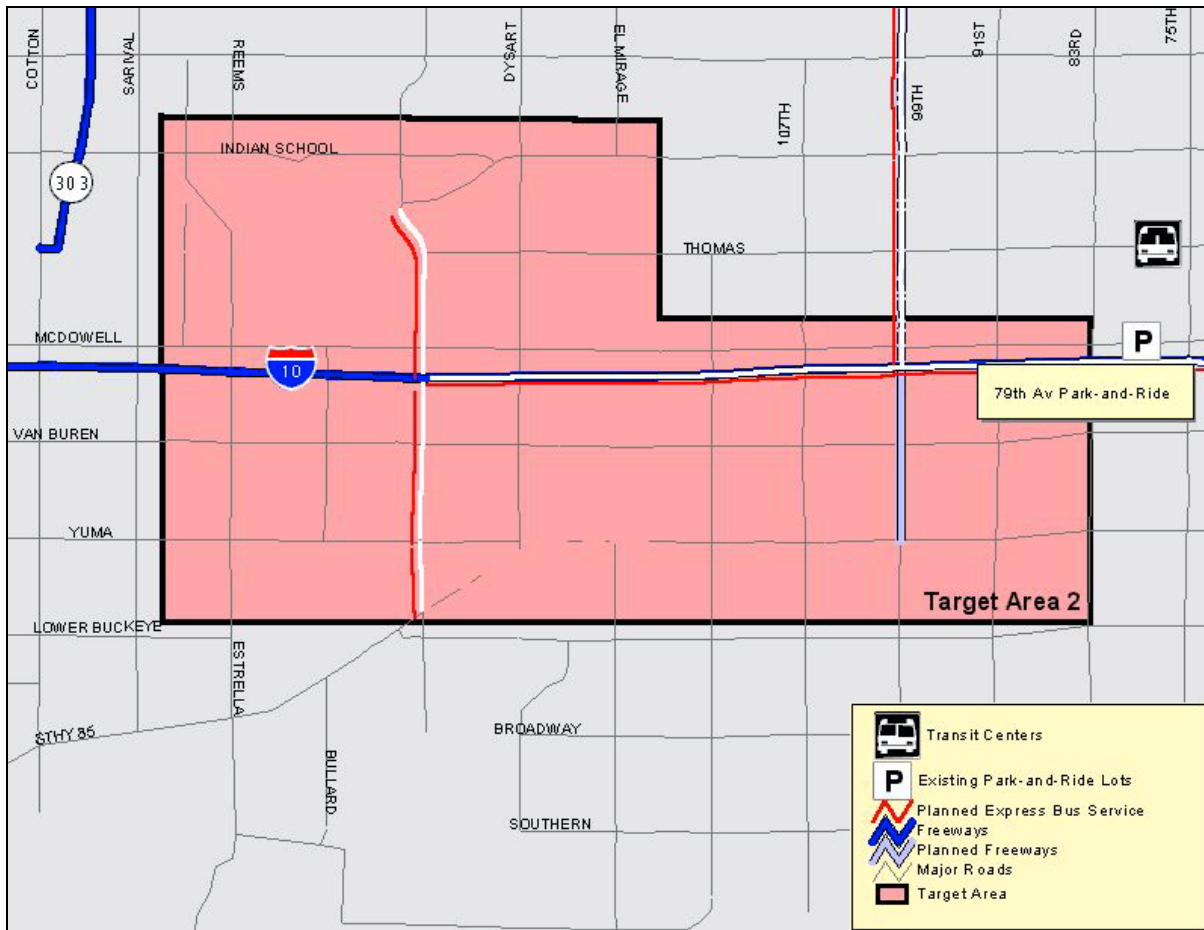


Target Area 2 (I-10 near Litchfield Road)

	Near-term ranking	Long-term ranking
Spacing – The 79 th Avenue park-and-ride lot is located 7 miles east of Litchfield Road.	+	+
Available Land – Based on an initial examination of the target area and input from the local jurisdictions, the consultant team has identified at least six parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: I-10 and Estrella Mountain Parkway, north and south of the freeway, 10 th Street and Van Buren, and I-10 and Litchfield Road, I-10 at 99 th . No joint use sites were identified.	+	+
Express Bus Service – Express route 560 links Avondale with downtown Phoenix via I-10. Service is operated during a 40-minute span in the morning and a 60-minute span in the afternoon peak period, with 2 buses per peak period. Express route 561 links Avondale with downtown Phoenix via I-10. Service operates during a 45-minute period in the morning and afternoon with 2 buses per peak period. Local Supplemental Bus Service – New route 131 provides local circulator service linking Goodyear, Avondale and the Desert Sky Mall. It operates every 70 minutes all day. Additional Connectivity – None proposed at this time	+	+
Freeway Proximity and HOV facilities – I-10 exists in the project area. HOV lanes currently do not extend west of 91st Avenue and are not programmed at this time. HOV demand of over 600 vehicles per hour is projected in this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is beyond the midpoint of projected areas of freeway congestion along I-10.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – This target area is within the Cities of Goodyear, Avondale, Litchfield Park and Tolleson, as well as portions of unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 2 – Map of Target Area 2

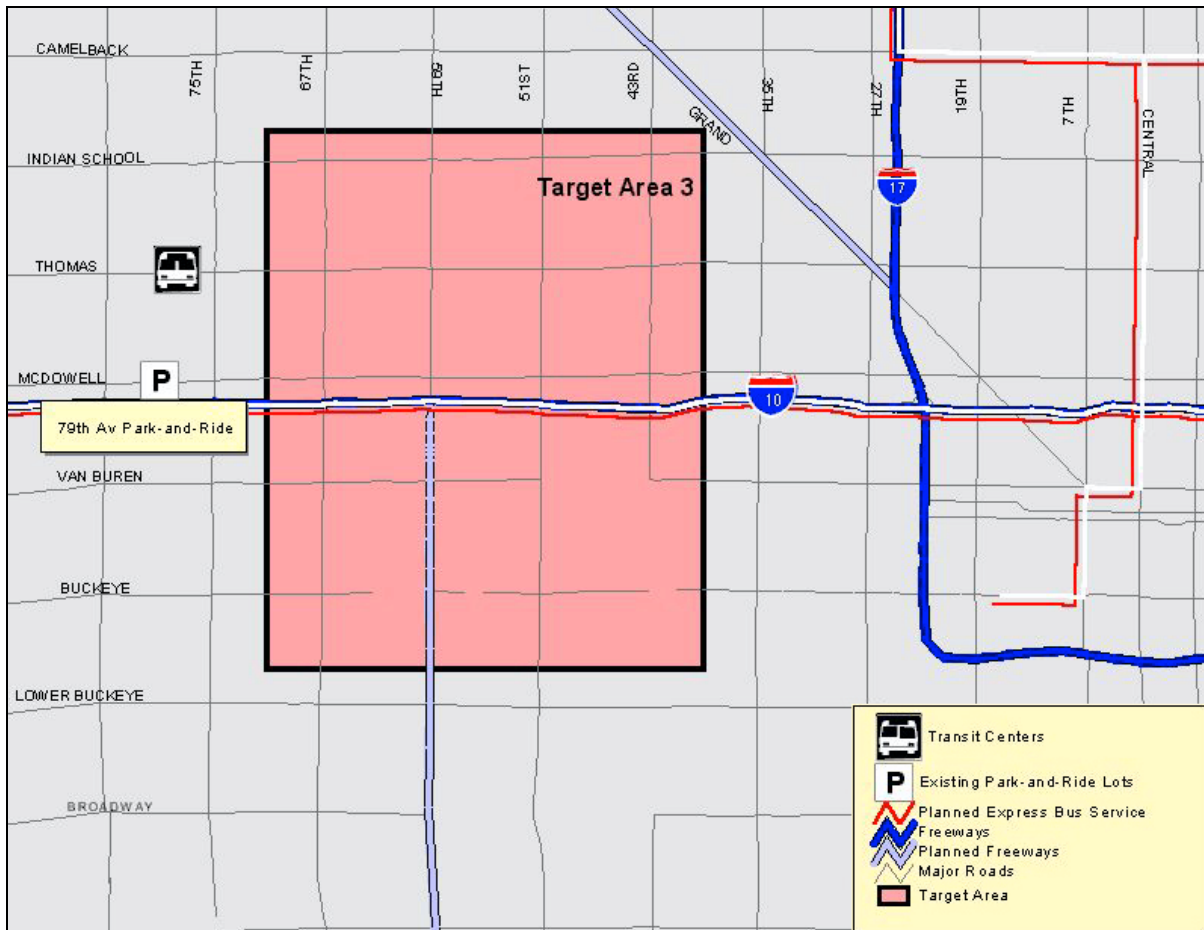


Target Area 3 (I-10 near 51st Avenue)

	Near-term ranking	Long-term ranking
Spacing – The 79 th Avenue park-and-ride lot is located 3 ½ miles west of the center of this target area.	-	-
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team was unable to identify any sites that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots.	-	-
<p>Express Bus Service – No express routes currently serve this target area, though two routes (560, 561) pass through the target area on I-10. Existing or proposed express routes along I-10 could be routed to serve park-and-ride lots in this target area.</p> <p>Local Supplemental Bus Service – The Green Line operates along Thomas Road linking Desert Sky Mall with downtown Phoenix and east to Scottsdale. Service provided on 5 to 30 minute frequencies all day. Route 3 operates along Van Buren from 52nd Avenue to downtown Phoenix and points east. Service operates every 30 minutes, with some additional peak hour service. Route 13 operates along Buckeye Road, providing service to Sky Harbor Airport. Service operates approximately every 30 minutes from morning peak through evening peak. Route 17 operates along McDowell Road linking Desert Sky Mall with downtown Phoenix and east to Scottsdale. Service provided every 15 to 30 minutes all day. Route 41 operates along Indian School Road, linking Desert Sky Mall with the Central Avenue Corridor in Phoenix and on to Scottsdale. Service is provided every 30 minutes west of 51st Avenue and every 10-15 minutes east of 51st Avenue. Route 43 operates along 43rd Avenue and also provides service to Metrocenter. It operates every 30 minutes all day. Route 59 operates along 59th Avenue to Manistee Town Center and Bell Road/Union Hills Road every 20 to 30 minutes all day. Route 67 provides rush hour and midday service along 67th Avenue north to Arrowhead Towne Center. Service operates every 60 minutes.</p> <p>Additional Connectivity – None proposed at this time</p>	0*	0*
Freeway Proximity and HOV facilities – HOV lanes currently exist in the project area, linking the area to downtown Phoenix and beyond. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	+	+
Location Relative to Freeway Congestion – The target area is beyond the midpoint of current congestion on I-17 and well before the midpoint of projected congestion (2019).	+	0
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area is within the City of Phoenix. The City has funds for park-and-ride facilities, though a lot in this target area is not currently programmed.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 3 – Map of Target Area 3

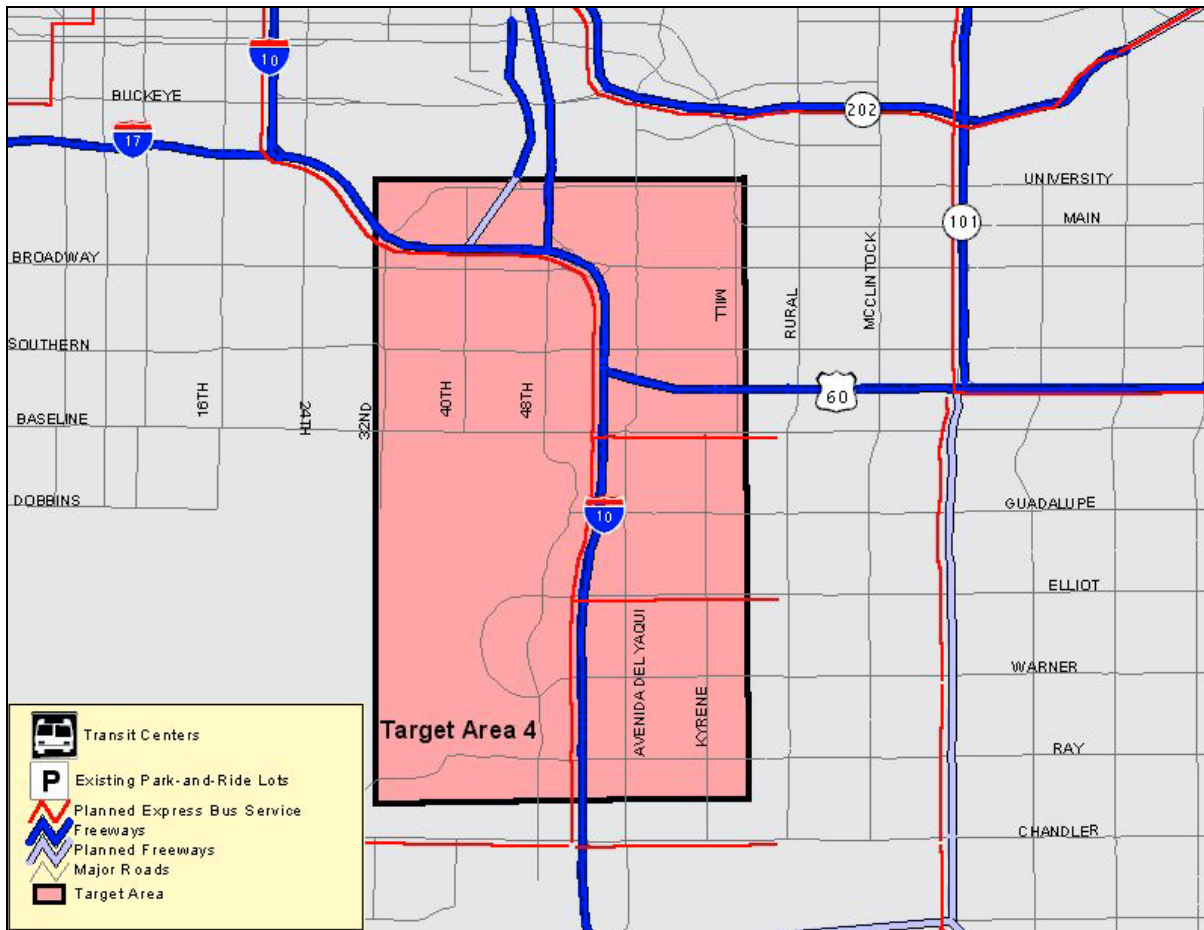


Target Area 4 (I-10 near Elliott Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area and input from the local jurisdictions, the consultant team has identified at least five parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: I-10 and Elliott Road (northwest and southeast quadrants), Guadalupe Road at the Highline Canal, Kyrene Road and Elliott Road. In addition, a joint use potential has been identified at Warner-Hardy Athletic Complex on Warner Road as well as at the Auto Nation site north of Ray Road.	+	+
<p>Express Bus Service – Route 540 (Chandler) currently serves this target area (Elliott Road and Warner Road interchanges). Current span of service is 90 minutes in each peak, with 30-minute frequencies to/from downtown Phoenix and State Capital area.</p> <p>The express bus plan proposes additional service to this target area, as does Phoenix Transit 2000.</p> <p>Local Supplemental Bus Service – Route 56 (Priest) – all day 30 minute (530 am – 1130 p.m.) to Downtown Tempe/ASU.</p> <p>Route 109 (Elliot) – all day 30 minute (530 am – 1130 p.m.) Elliott Road service.</p> <p>Route 124 (Warner) – all day 30 minute (5 am – 1130 p.m.) Warner Road service.</p> <p>Additional Connectivity – None proposed at this time</p>	+	+
Freeway Proximity and HOV facilities – HOV lanes currently exist between the target area and downtown Phoenix. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	+	+
Location Relative to Freeway Congestion – Target area at upstream end of current and projected congestion areas.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – The target area is within Cities of Phoenix, Tempe and Chandler. City of Phoenix has funding available for a park-and-ride lot in this target area.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 4 – Map of Target Area 4

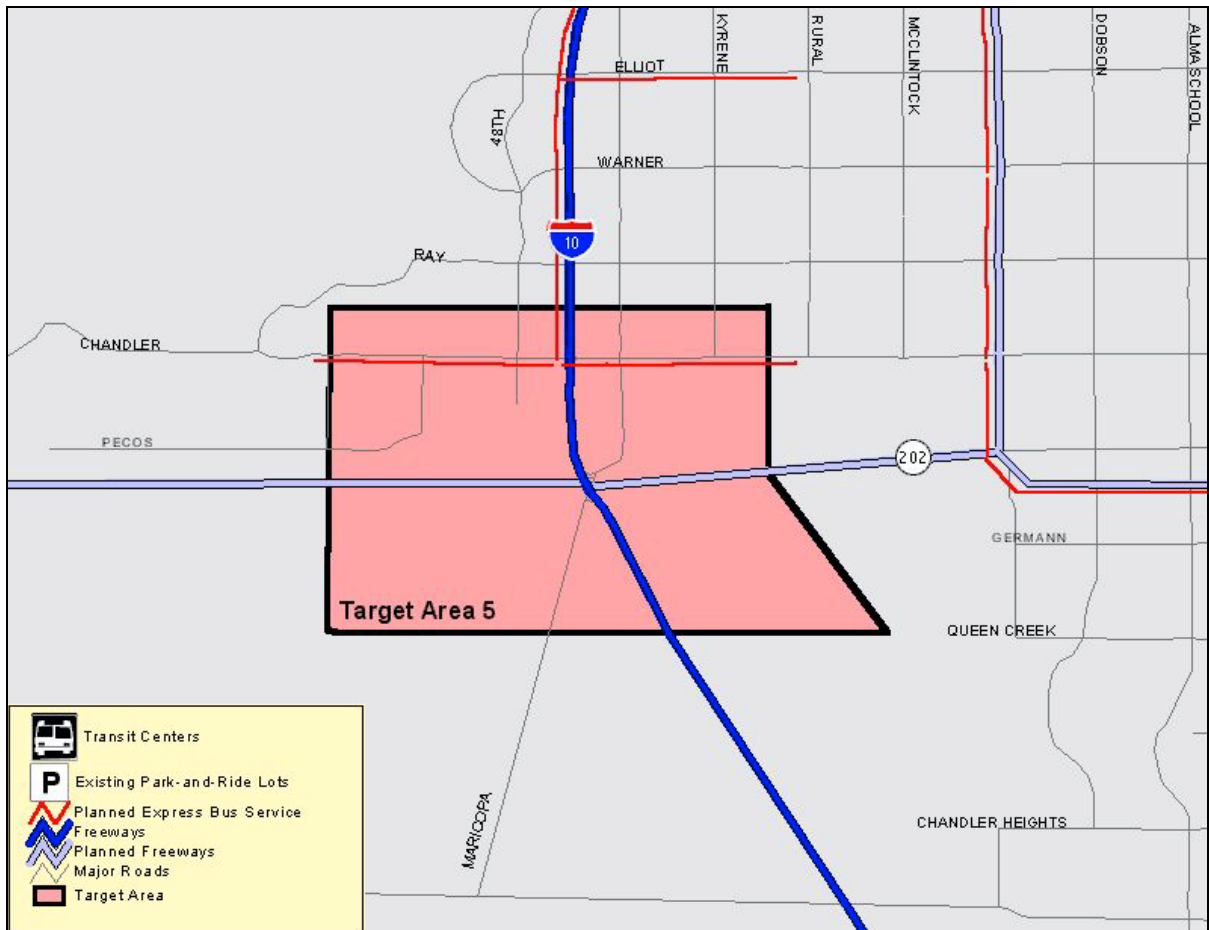


Target Area 5 (I-10 near Chandler Blvd.)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least six parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: I-10 and Chandler Boulevard, the park at 48 th Street and Pecos Road, 48 th Street and Chandler Boulevard, Kyrene Road at the Santan Freeway, Southern Pacific Railroad and Chandler Boulevard, and 40 th Street and South Mountain Freeway. No joint use sites were identified.	+	+
<p>Express Bus Service – No current express bus service serves I-10 south of Warner Road. Express Route 540 (Chandler) serves some of the draw area for this park-and-ride lot along Chandler Blvd. and Frye Road east of Dobson Road.</p> <p>Express bus plan proposes express bus service to this target area, as does Phoenix Transit 2000.</p> <p>Local Supplemental Bus Service – Route 156 (Chandler Blvd.) – 2 morning and 2 afternoon peak-hour trips from 54th and Chandler to Intel, Chandler Regional Hospital and Chandler-Gilbert Community College (additional service east of Rural Road (Intel).</p> <p>Route 72 (Scottsdale/Rural) originates at Chandler Blvd./Rural Road (Intel) with 15-minute peak hour service and 30 minute off-peak service to Downtown Tempe and Scottsdale Airpark.</p> <p>Additional Connectivity – None proposed at this time.</p>	+	+
Freeway Proximity and HOV facilities – HOV lanes currently exist south to Chandler Blvd. HOV demand of over 600 vehicles per hour is projected north of Chandler Blvd. by 2020.	+	+
Location Relative to Freeway Congestion – Target area is beyond southern end of current and projected congestion area on I-10; Loop 202 (South Mountain Freeway) is projected to be congested in the western portion of the target area.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – Target area is within Cities of Phoenix and Chandler, as well as portions of the Gila River Indian Community and unincorporated Maricopa County. City of Phoenix has funding available for a park-and-ride lot in this target area.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 5 – Map of Target Area 5

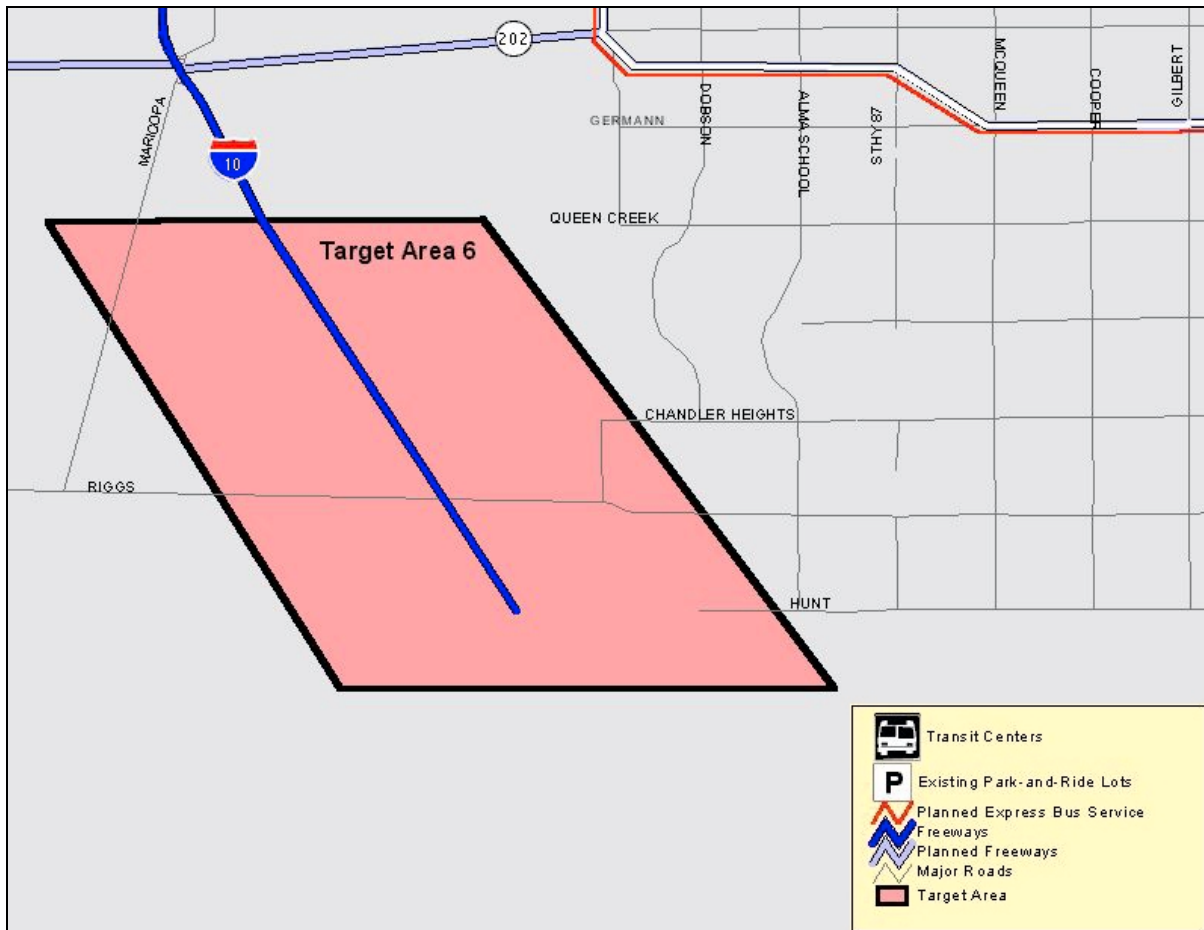


Target Area 6 (I-10 near Riggs Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team was unable to identify any sites that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. Much of the land in this area is in the Gila River Indian Community.	-	-
Express Bus Service – No express bus service currently serves this target area. The Express Bus Plan does not include express bus service to this target area. (Fatal Flaw) Local Supplemental Bus Service – No local service currently serves this target area. Additional Connectivity – None proposed at this time.	-	-
Freeway Proximity and HOV facilities – HOV lanes currently extend as far south as Warner Road, well north of the target area. HOV lanes are programmed as far south as Chandler Blvd. but do not enter this target area. Projected HOV demand of over 600 vehicles per hour is not projected in this area by 2020.	0	0
Location Relative to Freeway Congestion – Target area is beyond southern end of current and projected congestion area on I-10.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – This target area is within the City of Chandler, as well as portions of the Gila River Indian Community and unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 6 – Map of Target Area 6

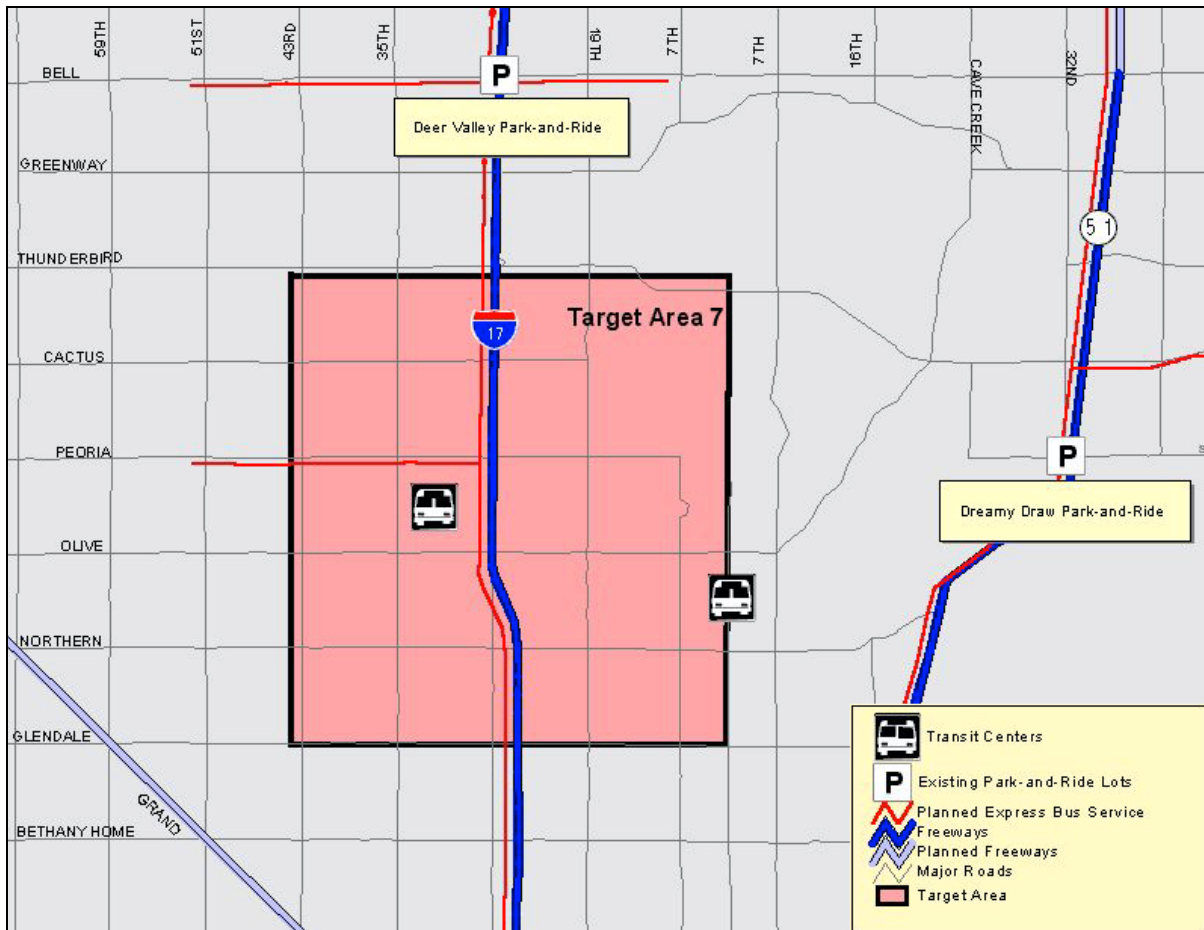


Target Area 7 (I-17 near Peoria Avenue – Metrocenter)

	Near-term ranking	Long-term ranking
Spacing – Deer Valley Park-and-ride lot, scheduled to open in 2000, is located 4 miles from center of target area. A handshake park-and-ride facility is located adjacent to the Metrocenter Transit Center.	0	0
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least three parcels that the meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: I-17 and Peoria at the Metrocenter, Rose Mofford Sports Complex at 25 th Avenue and the Arizona Canal, 27 th Ave. and Myrtle Ave.	0	0
<p>Express Bus Service – Routes 580, 581 and 582 serve the existing Metrocenter park-and-ride facility. Route 580 (N. Mountain): current span of service 90 minutes, with 15 to 30 minute frequencies; serves downtown Phoenix and State Capitol complex.</p> <p>Route 581 (N. Mountain): current span of service 60 minutes, with 25 to 35 minute frequencies; services downtown Phoenix and State Capitol complex.</p> <p>Route 582 (N. Mountain): current span of service 90 minutes in morning, 60 minutes in evening, with 15 to 30 minute frequencies; services Central Avenue and downtown Phoenix</p> <p>Several other express routes (570, 590 and 591) travel on I-17 through the target area but do not stop within the area.</p> <p>The Express bus plan proposed additional service to this target area, as does the Phoenix Transit 2000 Plan.</p> <p>Local Supplemental Bus Service – Route R (Red Line) provides all day service (20-30 min frequencies) to Central Avenue, downtown Phoenix, Sky Harbor Area and downtown Tempe/ASU.</p> <p>Route 27 (27th Avenue) provides all day service (30 minute frequencies) to the State Capitol complex and downtown Phoenix.</p> <p>Route 35 (35th Avenue) provides all day service along 35th Avenue with 30-minute frequencies.</p> <p>Route 43 (43rd Avenue) provides all day service along 43rd Avenue with 30-minute frequencies.</p> <p>Route 106 (Peoria/Shea) provides all day service at 20-30 minute frequencies</p> <p>Route 122 (Cactus) provide peak period and midday service at hourly frequencies</p> <p>Additional Connectivity – The target area is proposed for Light Rail service to Central Avenue, downtown Phoenix, Sky Harbor area and, potentially, to Tempe/ASU. Metrocenter is a current transit center</p>	+*	+*
Freeway Proximity and HOV facilities – I-17 serves the target area; HOV lanes currently serve the target area and are under construction south of the target area to Thomas Road. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	+	+
Location Relative to Freeway Congestion – The target area lies midway within the currently heavily congested portion of I-17 and nearer than the midpoint of projected I-17 congestion.	0	0
Projected Demand - The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – Target area is within the City of Phoenix. City of Phoenix has funding available for a park-and-ride lot in this target area.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 7 – Map of Target Area 7

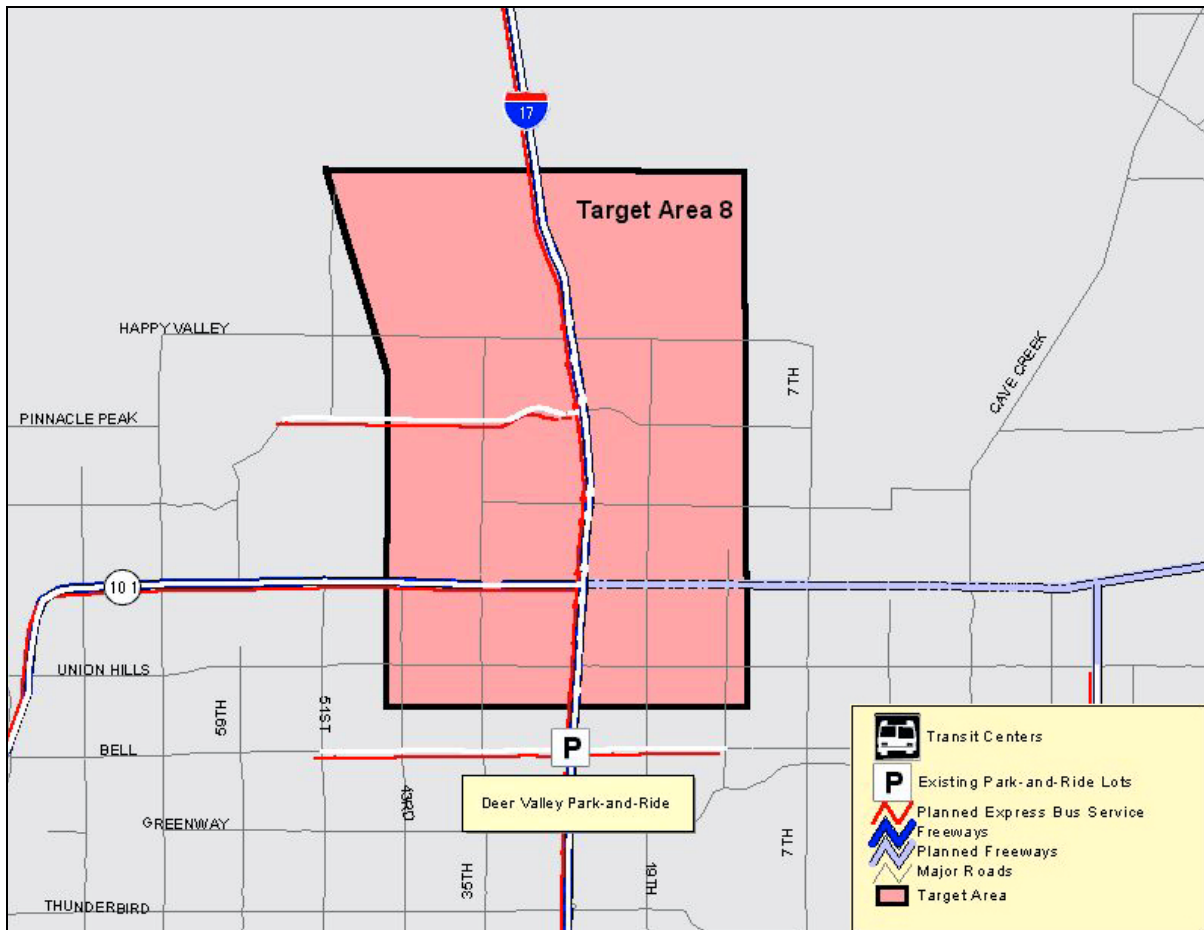


Target Area 8 (I-17 near Deer Valley Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least five parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: three sites near Rose Garden and I-17, one site near Deer Valley and the I-17, and one site near the 101-I-17 Interchange. No joint use sites were identified.	+	+
<p>Express Bus Service – Route 590 provides four trips per day in each direction to downtown Phoenix and the Central Avenue corridor via I-17. Span of service is 2 hours in the morning and 70 minutes in the evening, with service every 20 to 30 minutes.</p> <p>Route 591 provides two trips per day in each direction to downtown Phoenix via I-17. The morning span is 15 minutes, while the two evening trips are 30 minutes apart.</p> <p>The Express Bus Plan includes new service along I-17 and Loop 101 in this target area.</p> <p>Local Supplemental Bus Service – Route 186 provides service along Union Hills Road, with service approximately every 60 minutes from morning peak through evening peak.</p> <p>Additional Connectivity – None proposed at this time</p>	+	+
Freeway Proximity and HOV facilities – I-17 currently serves the target area. No HOV lanes exist on Loop 101 in or near the target area nor are they currently programmed. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is beyond current congestion areas on I-17 and is well beyond the midpoint of projected congestion. The target area is also within, but beyond the midpoint, of projected congestion on Loop 101.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – This target area is in Phoenix, as well as unincorporated Maricopa County. Phoenix does have funds for park-and-ride lot development, though a lot in this target area has not been proposed for funding.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 8 – Map of Target Area 8

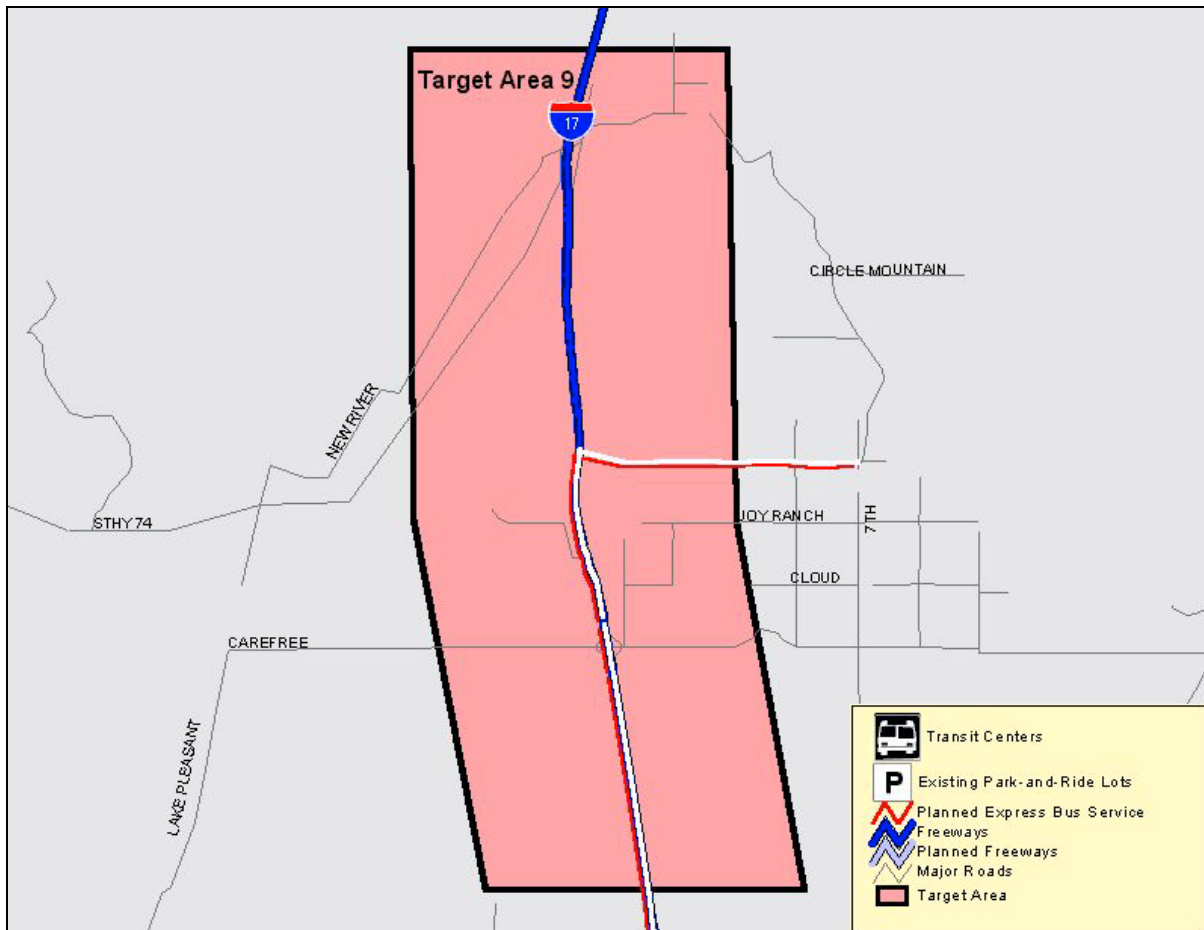


Target Area 9 (I-17 near Desert Hills)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least ten parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: six sites near New River and I-17, and four sites near the I-17 and Carefree Highway. No joint use sites were identified.	+	+
Express Bus Service – There is no existing express bus service to this target area. The Express Bus Plan includes service along I-17 in this target area. Local Supplemental Bus Service – No local bus routes serve this target area. Additional Connectivity – A transit center, with potentially some parking, is part of the Anthem’s permit requirements.	-	+
Freeway Proximity and HOV facilities – I-17 currently exists within the project area. HOV lanes do not currently extend north of Loop 101 and are not programmed to extend to the target area. Projected HOV demand of over 600 vehicles per day is not projected for this target area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is beyond current and projected congestion on I-17.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area is in the City of Phoenix, as well as unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 9 - Map of Target Area 9

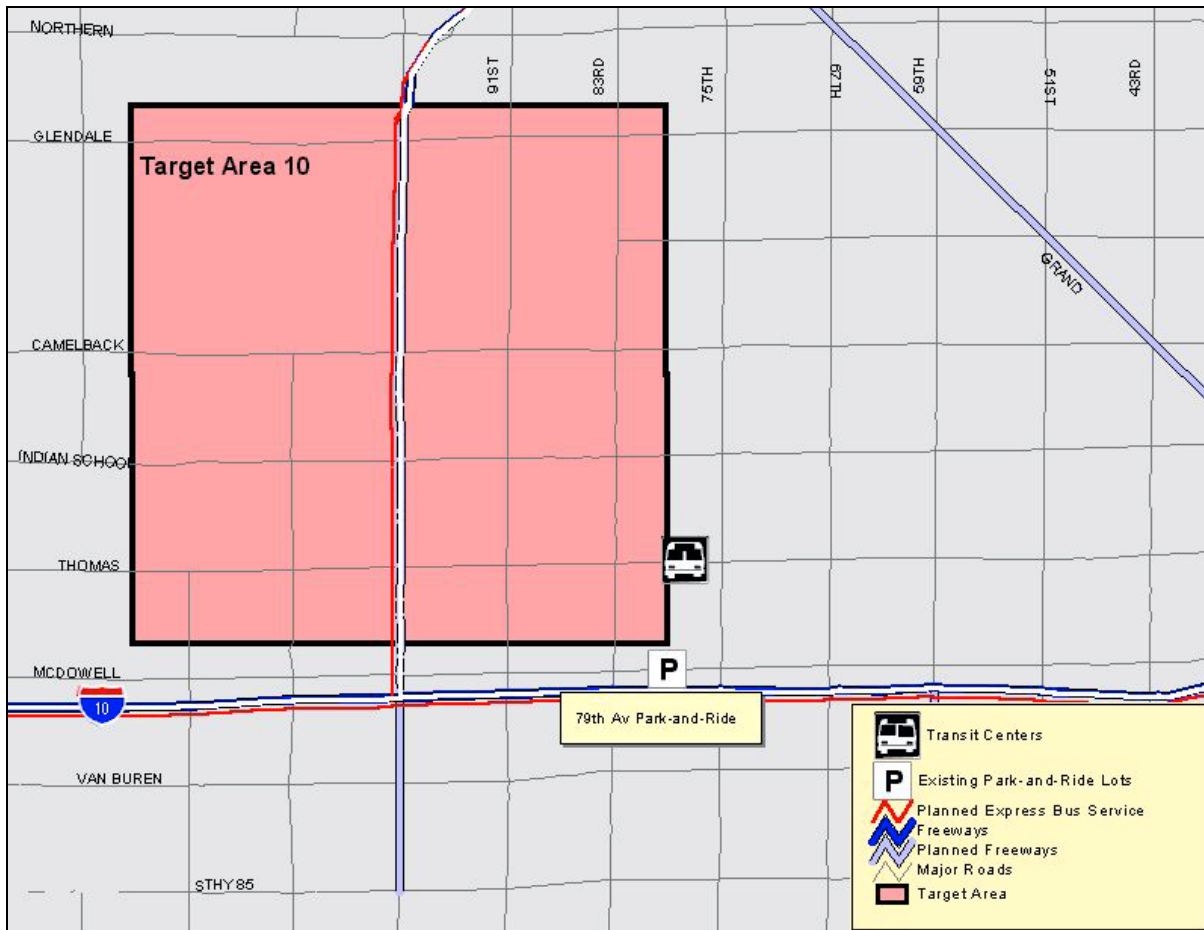


Target Area 10 (Loop 101 West near Camelback Road)

	Near-term ranking	Long-term ranking
Spacing – The 79 th Avenue park-and-ride lot is located 5 miles east and south of the target area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eighteen parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites each at Glendale Avenue, Camelback Road, Indian School Road, Thomas Road, and two sites at Oak Street. No joint use sites were identified.	+	+
Express Bus Service – No express routes serve this target area. The Express Bus Plan includes proposed service along Loop 101 in this target area. Local Supplemental Bus Service – Route 70, the Luke Link, provides hourly service along Glendale between the Luke AFB Commissary and the Manistee Town Center. Service operates from morning peak through the beginning of the evening peak period. Additional Connectivity – None proposed at this time	-	0
Freeway Proximity and HOV facilities – Loop 101 does not currently exist within the project area but is programmed for completion by 2001. No HOV lanes are currently programmed on Loop 101 in the target area. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is upstream of existing and projected congestion on Loop 101.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The target area is in the Cities of Phoenix, Glendale, Avondale and Tolleson, as well as unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 10 – Map of Target Area 10

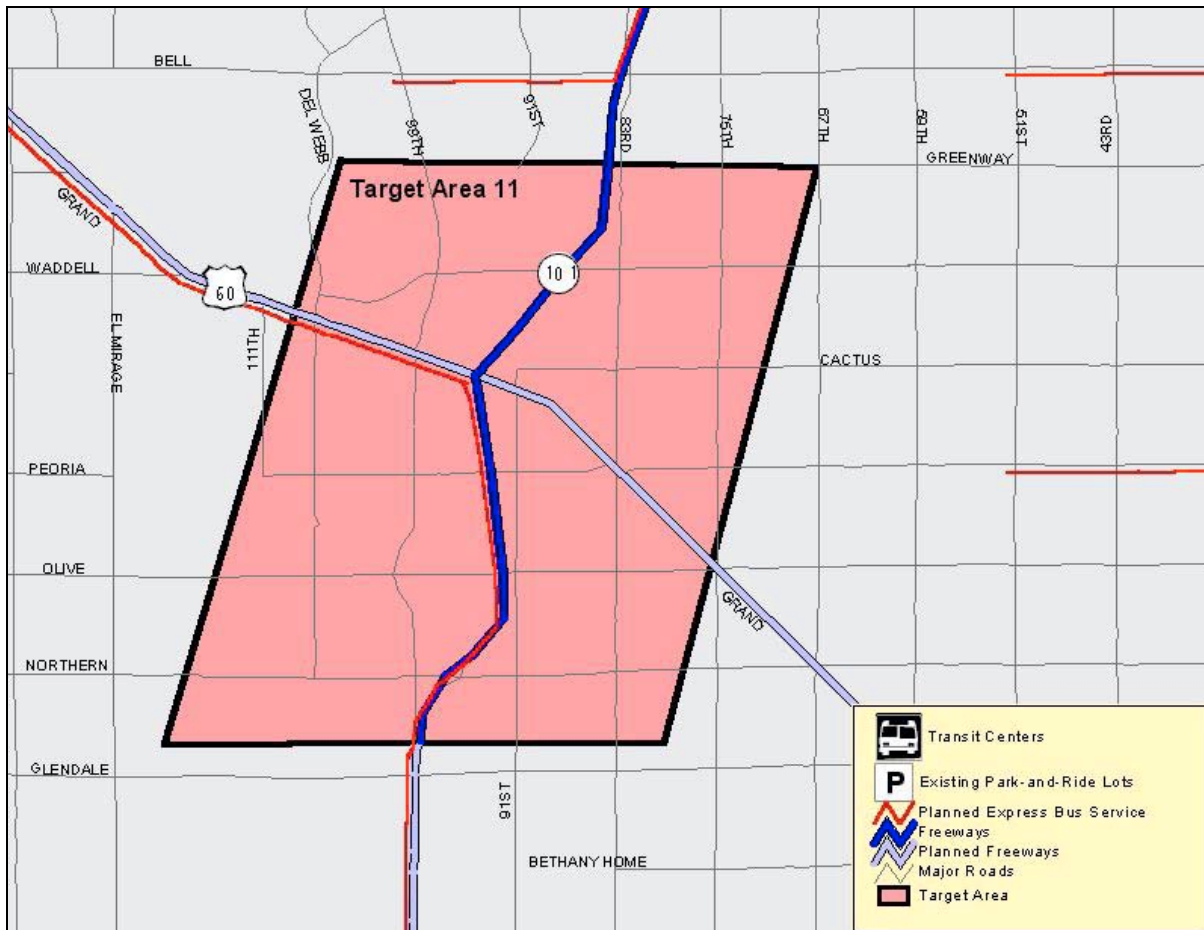


Target Area 11 (Loop 101 near Grand Avenue)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least twenty-two parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites each at Northern Avenue, Olive Road, Thunderbird Road, three sites each at Greenway and Peoria, two sites near Cactus and one site on 91st. No joint use sites were identified	+	+
<p>Express Bus Service – No express bus service currently serves this target area.</p> <p>The Express Bus Plan includes proposed service along Loop 101 and along Grand Avenue (west) in this target area.</p> <p>Local Supplemental Bus Service – The Yellow Line provides local services along Grand Avenue east of 85th Avenue, providing service to downtown Phoenix and downtown Tempe/ASU. Service operates approximately every 30 minutes all day.</p> <p>Route 106 provides service along Peoria Avenue to Metrocenter, Sunnyslope and Paradise Valley. Service west of Metrocenter, serving this target area, operates every 60 to 75 minutes, with additional trips during the peak period.</p> <p>Route 138 operates along Thunderbird Road. Service operates every hour from morning peak through evening peak.</p> <p>Additional Connectivity – None proposed at this time.</p>	-*	+*
Freeway Proximity and HOV facilities – Loop 101 currently exists within the target area, then heading north and east to I-17. The segment south to I-10 is currently programmed for completion by 2005. HOV lanes do not exist on Loop 101 nor are they programmed. Projected HOV demand of over 600 vehicles per hour is extends from I-10 north to Northern Blvd. in this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is upstream of both current and projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – The target area is with the Cities of Glendale and Peoria, as well as in unincorporated Maricopa County (Sun City).	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 11 – Map of Target Area 11

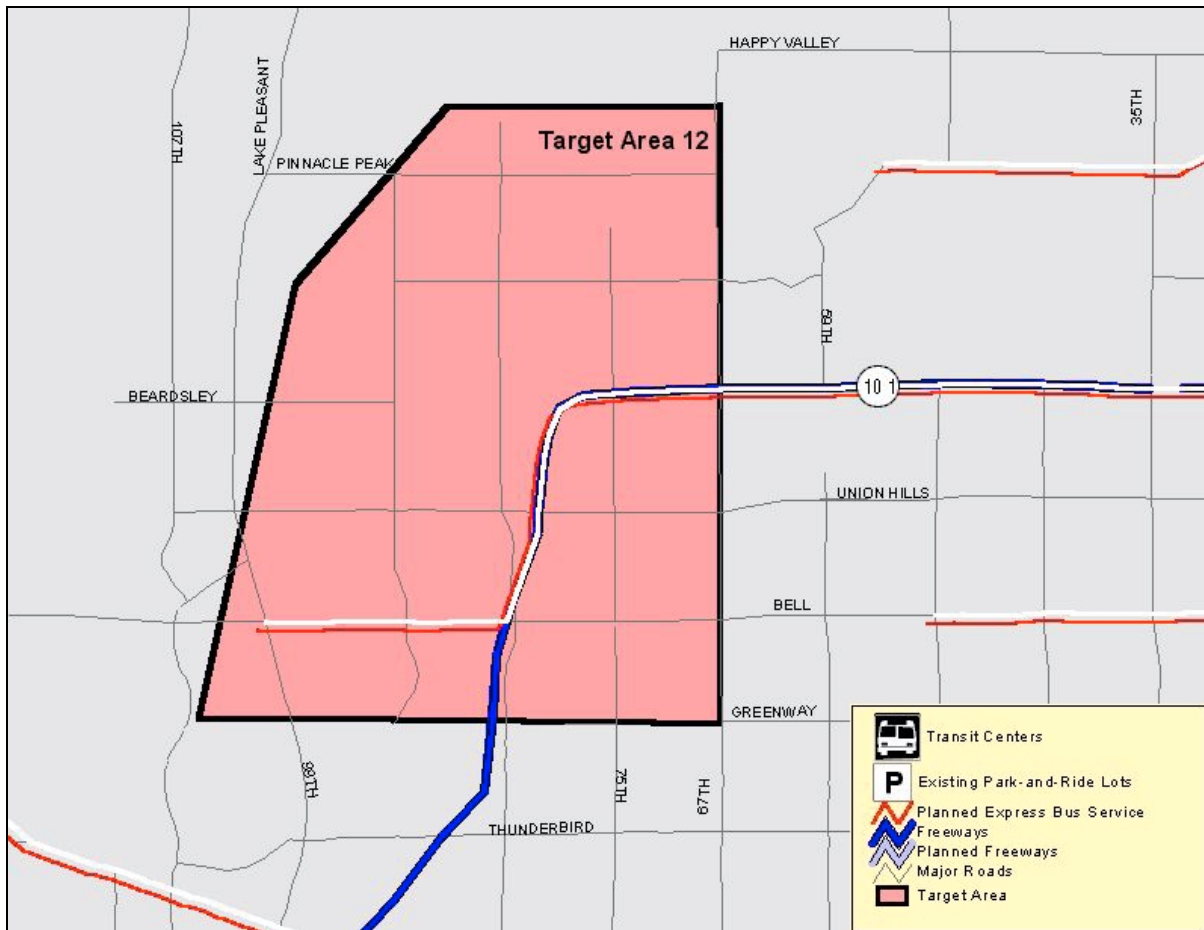


Target Area 12 (Loop 101 near 75th Avenue)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least twelve parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites near Bell Road, five sites near Union Hills, on site near 75th Avenue, and one near the Beardsley alignment. No joint use potential sites were identified.	+	+
Express Bus Service – No express routes currently serve the target area. The Express Bus Plan includes proposed service on Loop 101 in this target area. Local Supplemental Bus Service – Route 67 links the Arrowhead Towne Center with points along 67 th Avenue. Service operates hourly from morning peak through evening peak. Route 170 provides east-west service along Bell Road between Arrowhead Towne Center and Paradise Valley. Service operates every 30 minutes from morning peak through evening peak. Route 186 provides service along Union Hills Road between Arrowhead Towne Center and Paradise Valley. Service operates hourly from morning peak through evening peak. Additional Connectivity – None proposed at this time	-	+
Freeway Proximity and HOV facilities – Loop 101 currently exists within the target area. HOV lanes neither exist nor are programmed within or adjacent to the target area. HOV demand of over 600 vehicles per hour is projected for Loop 101 east of 75 th Avenue by 2020.	0	0
Location Relative to Freeway Congestion – The target area is located just upstream of projected congestion on Loop 101.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The target area includes Peoria and Glendale, as well as unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 12 – Map of Target Area 12

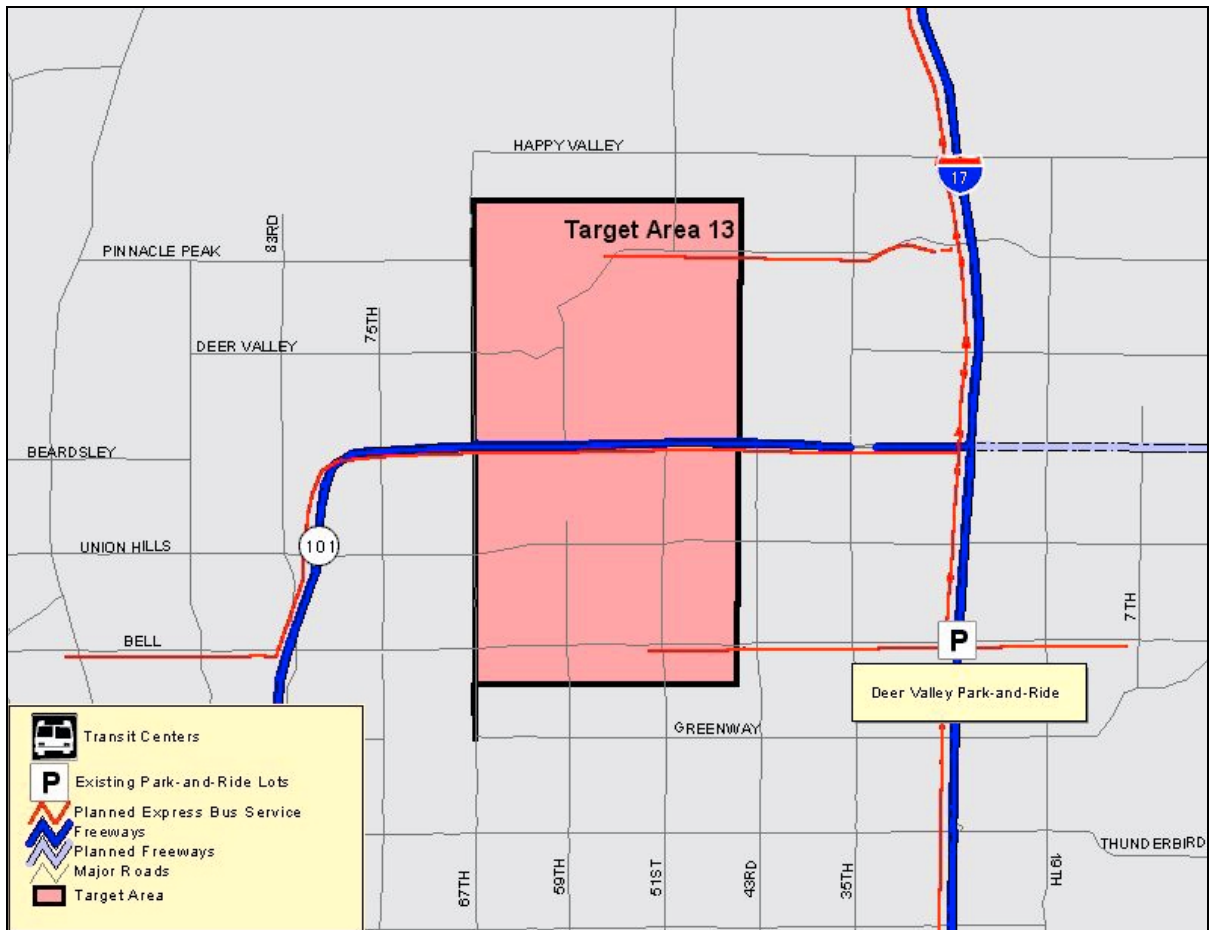


Target Area 13 (Loop 101 near 59th Avenue)

	Near-term ranking	Long-term ranking
Spacing – The Deer Valley Park-and-ride lot, scheduled to open in 2000, is located six miles east and south of the center of this target area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least three parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: 101 Loop and 59 th Avenue, 101 Loop and 51 st Avenue, Bell Road and 51 st Avenue. No joint use sites were identified.	0	0
<p>Express Bus Service – No express bus service currently serves this target area.</p> <p>The Express Bus Plan does call for express bus service along Loop 101 through the target area.</p> <p>Local Supplemental Bus Service – Route 43 (43rd Avenue) serves the eastern portion of the target area, offering hourly service along 43rd Avenue.</p> <p>Route 59 (59th Avenue) serves the central portion of the target area, offering 30-minute frequencies south of Bell Road and peak-hour only service (2 hour span, 30 minute frequencies) north to Union Hills Road.</p> <p>Route 170 (Bell) provides 30 to 60 minute frequencies all day along Bell Road.</p> <p>Route 186 (Union Hills) provides hourly service all day along Union Hills Road).</p> <p>None of the local routes serves any of the major regional destinations.</p> <p>Additional Connectivity – None proposed at this time.</p>	-	+
Freeway Proximity and HOV facilities – Loop 101 serves this target area; HOV lanes do not currently exist in the area and are not part of the currently programmed HOV system. HOV lanes are expected in the longer term. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is located upstream of current congestion (on I-17 to the east of the target area) and is located upstream of the midpoint of projected congestion on the Loop 101.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The target area is located within the Cities of Phoenix and Glendale. An environmental assessment is currently underway concerning a park-and-ride lot within this target area.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 13 – Map of Target Area 13

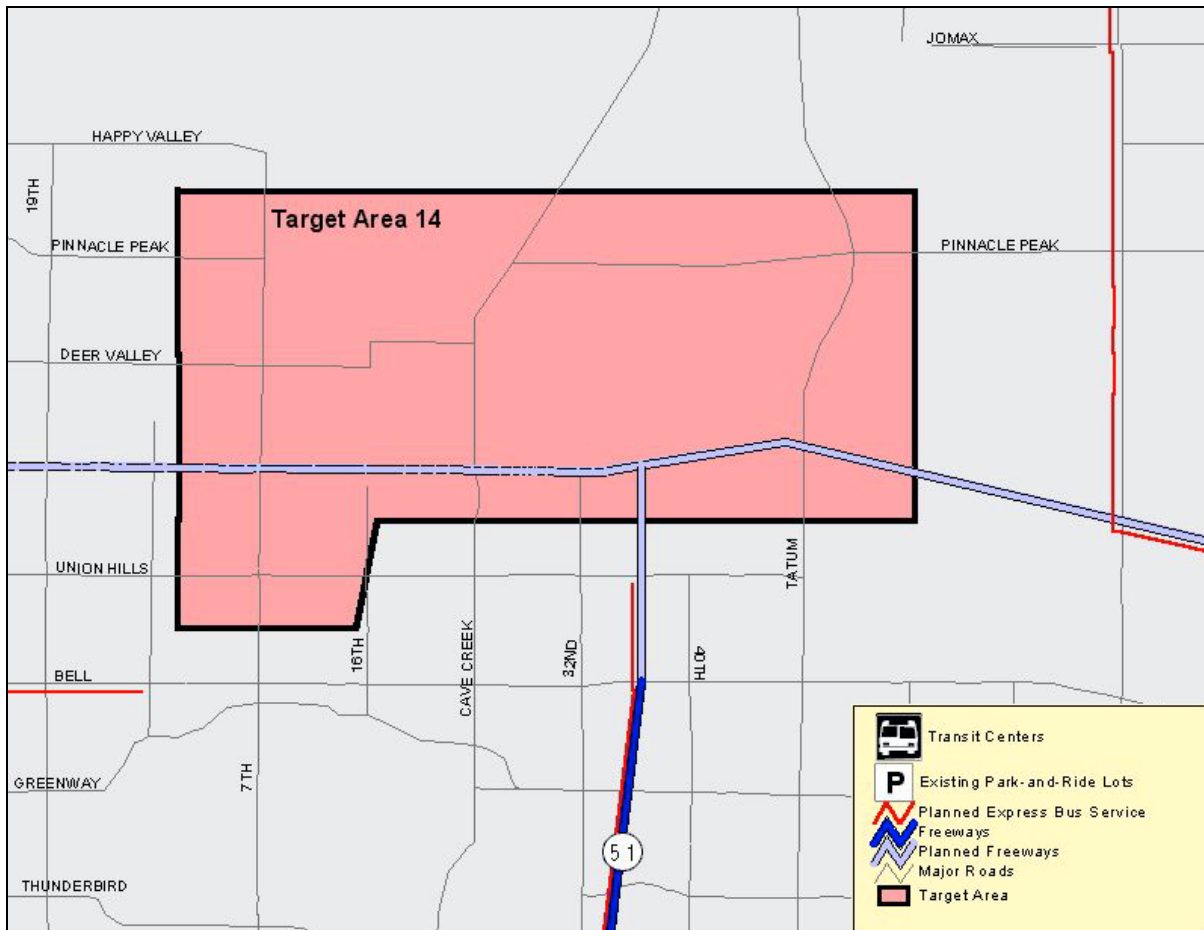


Target Area 14 (Loop 101 near Cave Creek Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least nineteen parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites each at Tatum, Cave Creek, 7th Street, and the interchange. No joint use potential sites were identified.	+	+
<p>Express Bus Service – Route 500 provides express service from Paradise Valley Community College to downtown Phoenix. Three trips provide 30-minute frequencies over a 60-minute span. The Express Bus plan does not include service along Loop 101 in this target area. Express Bus service is proposed for SR-51 to the south of the target area and along I-17 to the west of the target area.</p> <p>Local Supplemental Bus Service – The Blue Line provides to the southern edge of the target area with service approximately every 60 minutes to the Central Avenue Corridor and downtown Phoenix. Route 44 provides service along 44th Street and Tatum to the Phoenix Mayo Clinic, at the southeast edge of the target area. Service operates approximately hourly, with additional peak hour service. Route 90 provides service to Paradise Valley Community College via Cave Creek Road. Service operates every 30 minutes from morning peak through evening peak. Route 186 (Union Hills) provides hourly service all day along Union Hills Road).</p> <p>Additional Connectivity – None proposed at this time</p>	0*	0*
Freeway Proximity and HOV facilities – Loop 101 is currently under construction within the target area and is scheduled for completion by 2001. HOV lanes are not currently programmed along Loop 101. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is beyond the midpoint of congestion on Loop 101 and upstream of congestion on SR-51.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – The target area is within Phoenix as well as unincorporated Maricopa County. Phoenix has funds available for park-and-ride lot development, though none are currently programmed for lots in the target area.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 14 – Map of Target Area 14

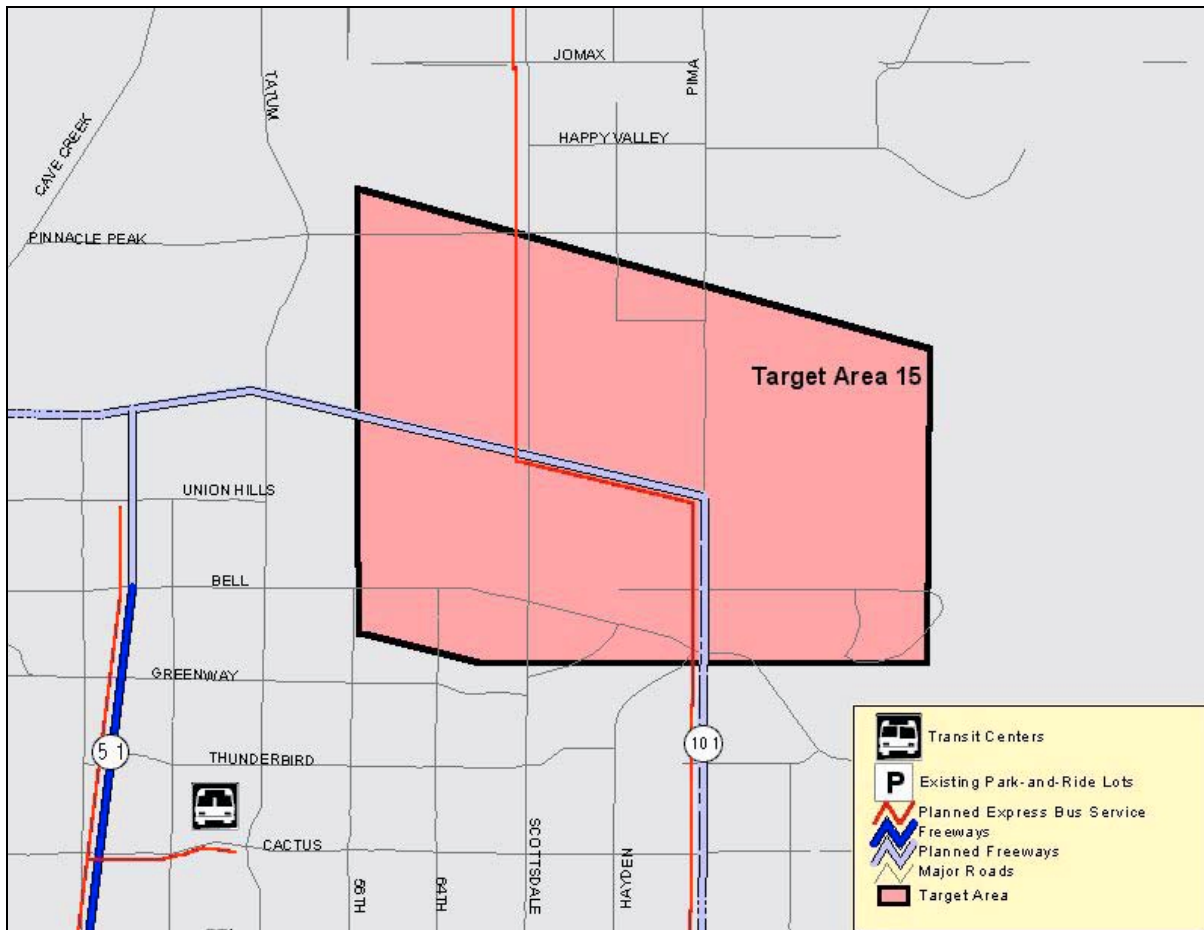


Target Area 15 (Loop 101 near Scottsdale Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, as well as input from the local jurisdictions, the consultant team has identified at least five parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: 2 sites at Loop 101 and Pima Road (one ADOT-owned), Pima Road and Princess Drive, Loop 101 and Scottsdale Road. In addition, joint use potential has been identified at the Scottsdale Princess event parking lot and at 94 th Street south of Bell (Westworld).	+	+
<p>Express Bus Service – No express bus service currently serves this target area.</p> <p>The Express Bus Plan does call for express bus service along Loop 101 and north Scottsdale Blvd. through the target area.</p> <p>Local Supplemental Bus Service – Route 72 (Scottsdale/Rural) serves the Scottsdale Airpark, downtown Scottsdale, Downtown Tempe/ASU and Chandler, offering 15 to 30 minute frequencies all day. Hourly service extends north to the Princess Resort at Princess Blvd.</p> <p>Route 81 (Hayden/McClintock) serves downtown Tempe/ASU and Chandler, offering 30-minute peak period service (2 hour span) and 60-minute midday service to Costco at 83rd Place and Raintree.</p> <p>Route 94 (94th Street, Scottsdale Connection) provides service every 45 minutes during peak and midday periods to Bell Road at Frank Lloyd Wright Blvd., linking it with Mayo Clinic Scottsdale via Via Linda.</p> <p>Route 170 (Bell) provides service every 30 minutes along Bell Road and Frank Lloyd Wright Blvd.</p> <p>Additional Connectivity – One or more transit centers are planned within the City of Scottsdale. One may be located within this target area.</p>	-*	+*
Freeway Proximity and HOV facilities – Loop 101 is under construction through this target area and is expected to open in 2001. HOV facilities are not included in the current construction effort and are not currently programmed but are expected in the long term. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is located upstream of congestion on Loop 101 and SR51. Projections show that the target area will be within the outer portion of congestion on Loop 101 south to Tempe and upstream of the congestion area of Loop 101 as it heads west to SR51 and I-17.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The area is within the Cities of Scottsdale and Phoenix. The City of Scottsdale's CIP includes funds for park-and-ride development. The City of Phoenix has funds for park-and-ride lot development, though funds are not programmed for a lot in this target area.	+	+

*An asterisk accompanying the "+" for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 15 – Map of Target Area 15

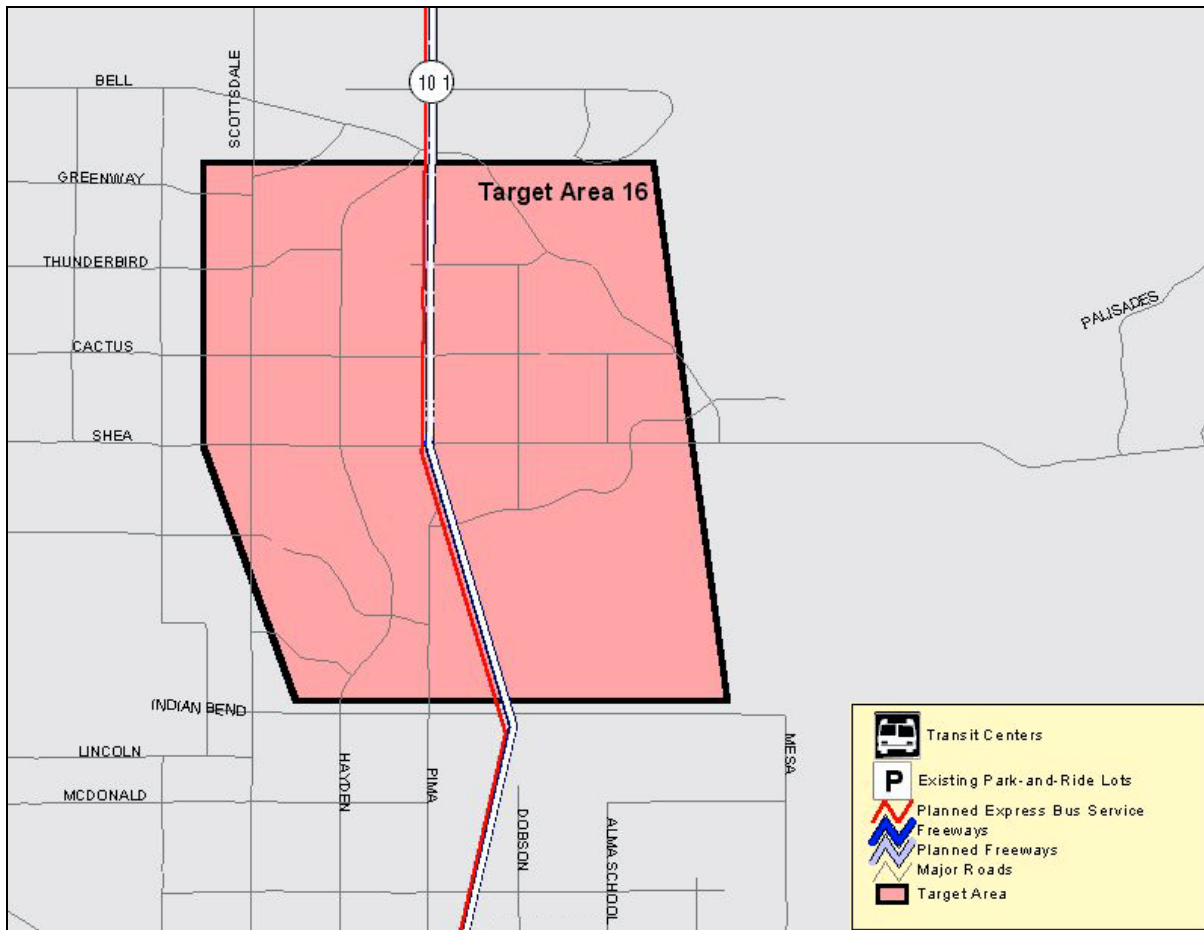


Target Area 16 (Loop 101 near Shea Blvd.)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least ten parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: one site near Thunderbird, one near Cactus, one near Shea, five near Greenway.	+	+
<p>Express Bus Service – Route 512 (Scottsdale/Fountain Hills Express) provides service to the Central Avenue corridor and downtown Phoenix via SR-51. During the AM peak, three trips operate over a 25-minute period, while in the evening; two trips operate 35 minutes apart. The Express Bus Plan includes service along Loop 101 in this target area.</p> <p>Local Supplemental Bus Service – Route 81 provides service along Hayden Road and McClintock Drive to downtown Tempe and points south. Service operates every 15 minutes all day.</p> <p>Route 94 provides local service within Scottsdale, with service every 45 minutes from morning peak through evening peak.</p> <p>Route 106 provides service along Peoria, Cactus and Shea. Service to Scottsdale operates approximately every 40 minutes, with more frequent service during peak periods.</p> <p>Additional Connectivity – None proposed at this time.</p>	++	++
Freeway Proximity and HOV facilities – Loop 101 currently terminates in the vicinity of Shea Blvd. The completion of Loop 101 through the target area is scheduled for 2001. No HOV lanes are currently programmed for the Loop 101. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is upstream of the midpoint of projected congestion on the Loop 101	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – This target area is within the City of Scottsdale as well as the Salt River Pima – Maricopa Indian Community. The City of Scottsdale's CIP includes park-and-ride lot development.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 16 – Map of Target Area 16

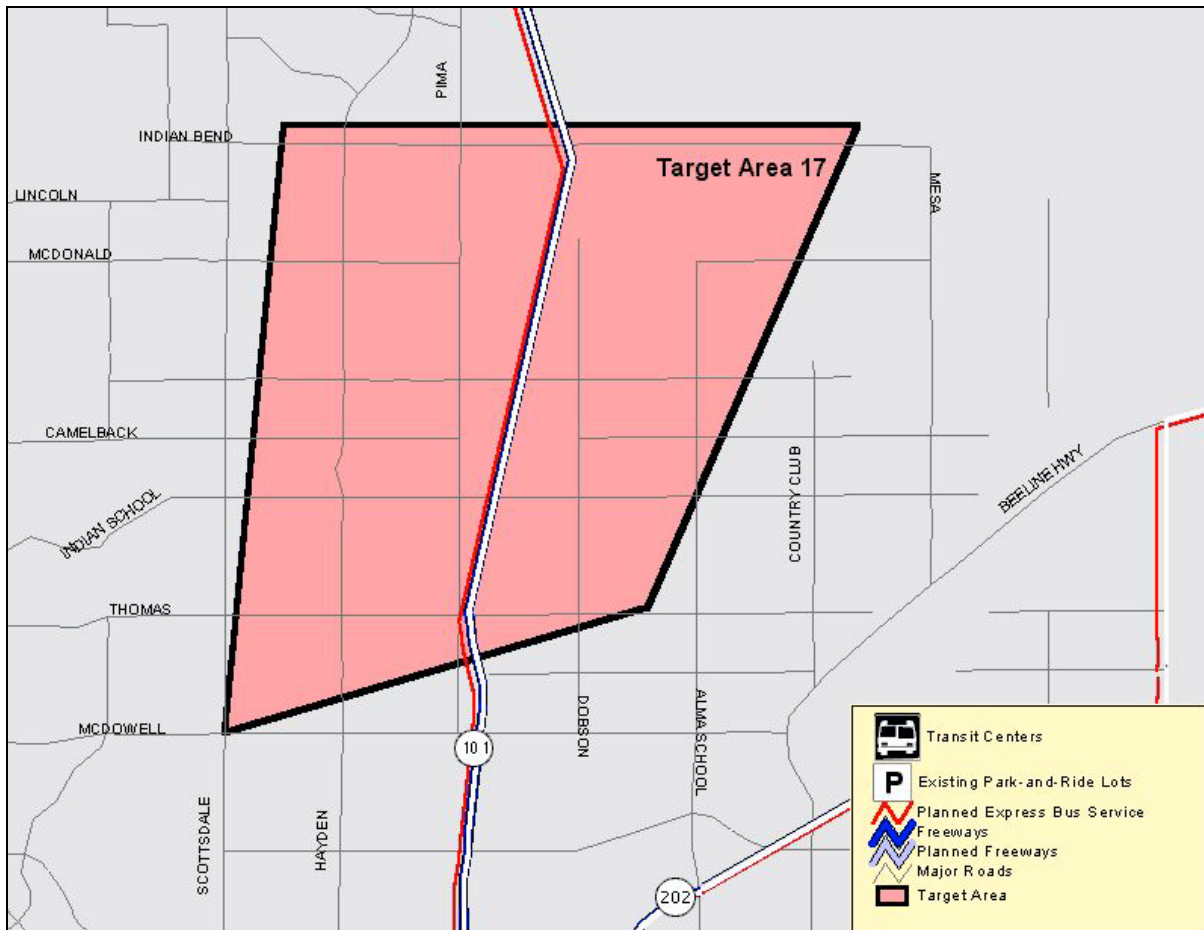


Target Area 17 (Loop 101 near Chaparral Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team was unable to identify any sites that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots.	-	-
<p>Express Bus Service – Route 510 (Scottsdale) – provides express service on Hayden Road and Miller Road to downtown Phoenix via Loop 202. Two trips operate about 30 minutes apart to Phoenix in the morning and from Phoenix in the afternoon.</p> <p>The Express Bus Plan includes service along Loop 101 in this target area.</p> <p>Local Supplemental Bus Service – Route G (Green Line) provides service along Thomas Road from Desert Sky Mall to Scottsdale. Service east of 44th Street operates every 30-40 minutes all day, with more frequent service during peak periods.</p> <p>Route 81 (Hayden/McClintock) provides service along McClintock Drive from Chandler to Scottsdale, via Downtown Tempe/ASU. Service operates hourly from morning peak period through afternoon peak period.</p> <p>Route 76 (Miller – Scottsdale Connection) provides service along Miller Road and Chaparral Road. Service operates every 40 minutes from morning peak through afternoon peak periods.</p> <p>Route 50 (Camelback) provides service along Camelback Road from 67th Avenue to Scottsdale Community College. All day service east of 44th Street operates every 44 minutes, with 22-minute frequencies during peak periods.</p> <p>Route 84 (Granite Reef) provides service along Granite Reef Road to Scottsdale Community College. Service operates every 40 minutes from morning rush hour through evening rush hour.</p> <p>Additional Connectivity – None proposed at this time</p>	++	++
Freeway Proximity and HOV facilities – Loop 101 is completed within the target area. HOV lanes are not programmed for the Loop 101. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is located upstream of current congestion but downstream of the midpoint of projected congestion on the Loop 101. When coupled with projected congestion on the Loop 202, however, the target area is upstream of the midpoint of overall freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – This target area is within the City of Scottsdale as well as the Salt River Pima – Maricopa Indian Community. The City of Scottsdale's CIP includes park-and-ride lot development.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 17 – Map of Target Area 17

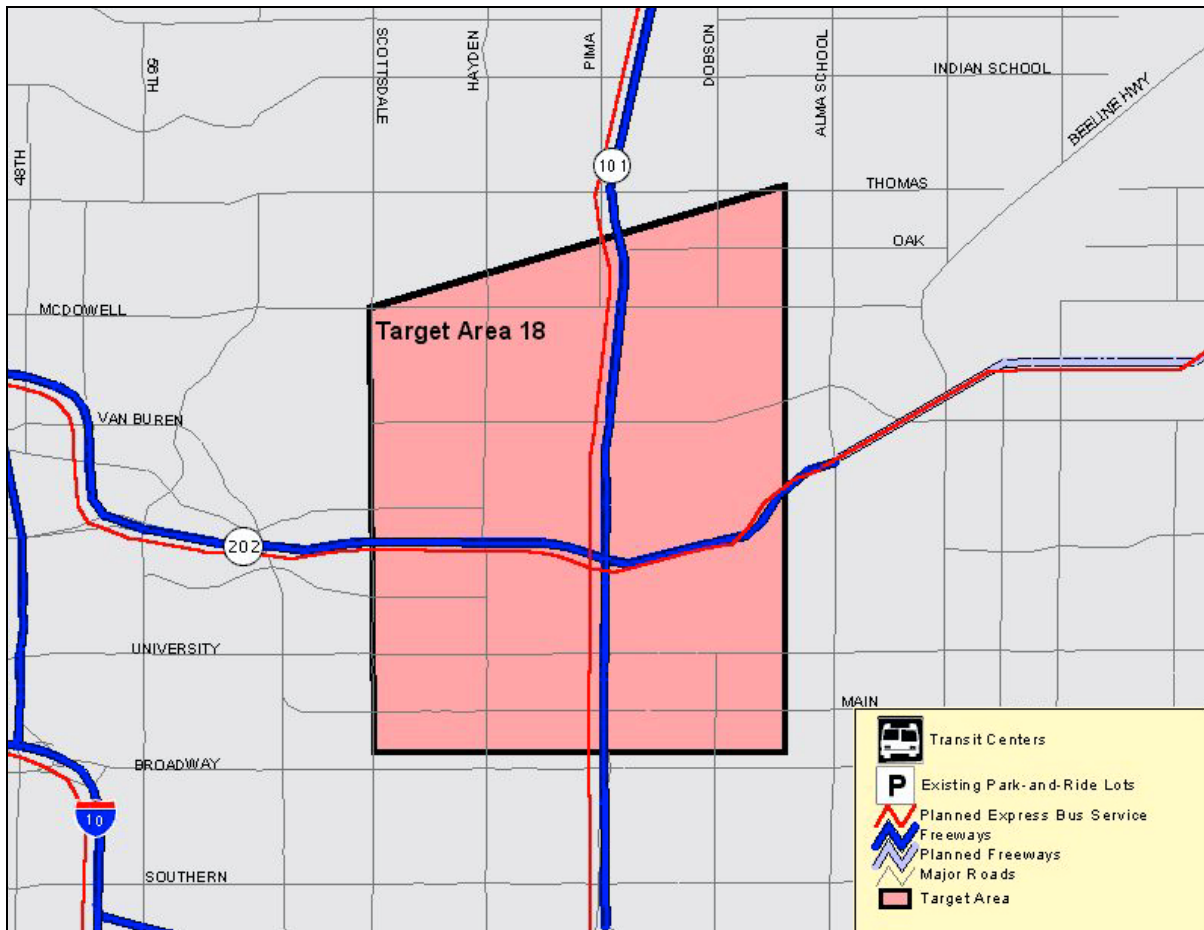


Target Area 18 (Loop 101 in Tempe; University/Broadway area)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lot in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area and input from local jurisdictions, the consultant team has identified at least five parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: Pima Road and McDowell Road, Hayden Road and McKellips Road, Pima Road and McKellips Road, and east of the Price Frontage Road, south of Apache. A potential joint use site is the Hockey Arena.	+	+
Express Bus Service – Route 520 (Tempe) – links Price Road at Broadway with downtown Phoenix and State Capitol complex; 100-minute span in morning, 2-hour span in afternoon; 30-minute frequencies. Route 521 (Tempe) – links Price Road at Broadway with downtown Phoenix and State Capitol complex; 2-hour span; 15 to 30 min. frequencies. Route 532 (Mesa) – links the McKellips Road area of Scottsdale via Downtown Phoenix and the State Capitol complex via Loop 202 and I-10; 1-hour span of service; 30-minute frequencies. Routes 531 (Mesa/Gilbert), 533 (Mesa) and 541 (Chandler) use Loop 101 through Tempe but do not currently stop. The Express Bus Plan includes service along Loops 101 and 202 in Tempe and Scottsdale. Local Supplemental Bus Service – Route R (Red Line) serves Mesa, Tempe/ASU (via Apache Blvd.), Sky Harbor, downtown Phoenix, Central Avenue corridor, and Metrocenter; all day service; 30 minute frequencies. Route 31 (University – Phoenix/Tempe) offers service on University Drive through downtown Tempe; all day service, 30-minute frequencies. Route 40 (Apache) – duplicates Red Line (Route R) service between Sky Harbor and Sycamore via University Drive and downtown Tempe/ASU; all day service; 30-minute frequencies (15 min. combined service on R and 40). Route 45 (Broadway – Phoenix/Tempe) – offers service on Broadway; all day span of service, 30-minute frequencies. Additional Connectivity – The target area is proposed for Light Rail service to Central Avenue, downtown Phoenix, Sky Harbor area and, potentially, to Tempe/ASU, and Mesa.	+*	+*
Freeway Proximity and HOV facilities – Loop 101 currently exists in the target area, as does the 202. HOV lanes currently exist on the Loop 202 west of the interchange with Loop 101. HOV lanes on Loop 101 in the target area are not currently programmed but are planned in the long term. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	+	+
Location Relative to Freeway Congestion – The target area is at the upstream end of current congestion on the Loop 202 and at the midpoint of Loop 101 congestion between the 202 and US60. For routes using US60, the target area is located upstream of current congestion. In terms of projected congestion, the target area is upstream of the midpoint of congestion on the Loop 101 and at the upstream end of congestion on Loop 202.	+	+
Projected Demand - The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – The target area is within the Cities of Tempe, Mesa and Scottsdale. Scottsdale's CIP includes park-and-ride lot development.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 18 – Map of Target Area 18

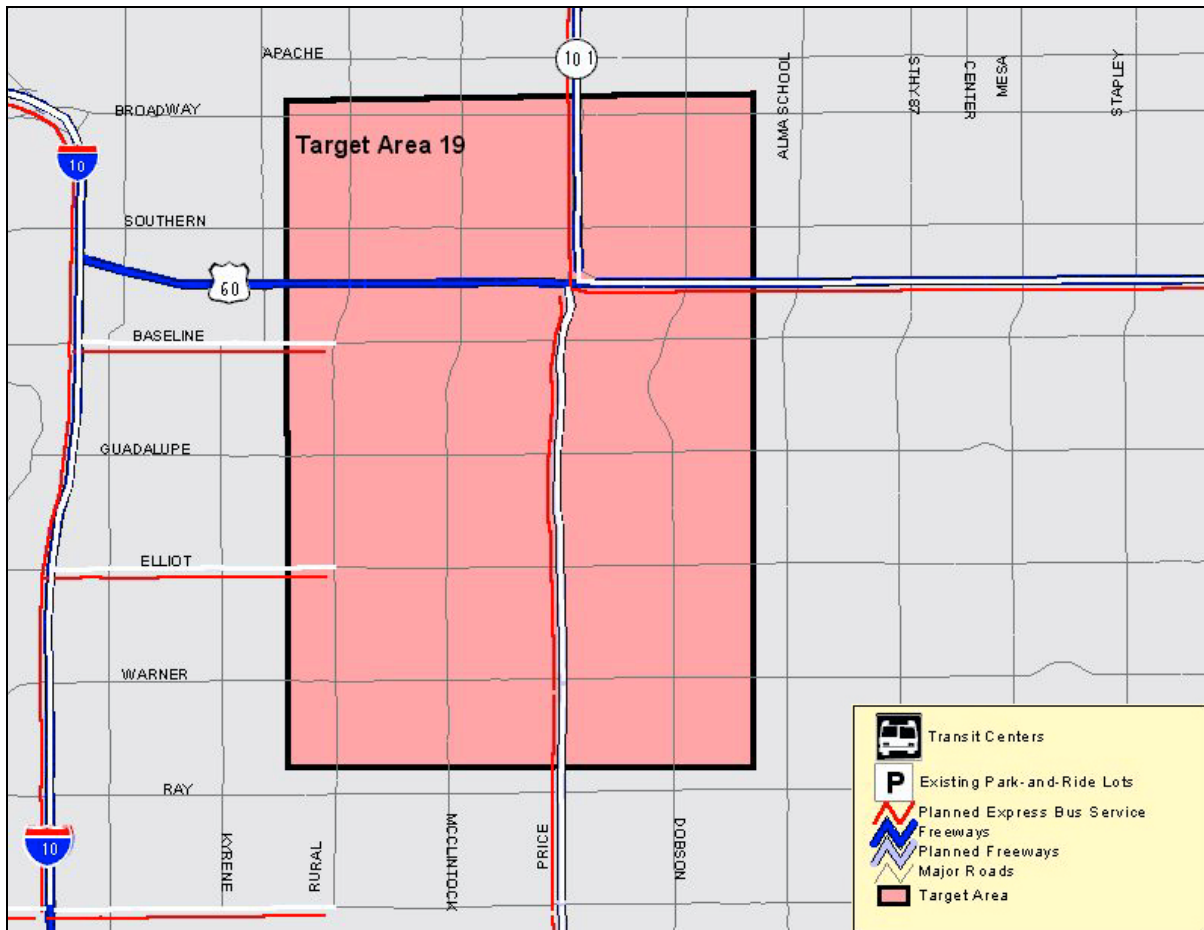


Target Area 19 (Loop 101 near Warner Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least three parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: Southern Avenue and Rural Road, Guadalupe Avenue and All American Way, Price Road and Ray Road. In addition, a joint use potential has been identified at ASU Research Park (Loop 101 and Warner).	0	0
<p>Express Bus Service – Route 520 (Tempe) provides service along Broadway, Alameda Drive and Southern Avenue in Tempe to downtown Phoenix via US 60 and I-10. Four morning peak trips to Phoenix operate on 25 to 40 minute headways; five evening return trips to Tempe operate approximately every 30 minutes.</p> <p>Route 521 (Tempe) provides service along Price Road and Southshore Drive to downtown Phoenix via US 60 and I-10. Service operates every 20 to 30 minutes over a 2-hour span in both morning and evening peak periods (6 trips in each direction).</p> <p>Route 540 (Chandler) provides service along Warner Road to Downtown Phoenix via Loop 101, US 60 and I-10. Service operates every 30 minutes over a 90-minute period in morning and afternoon peak periods.</p> <p>Route 541 (Chandler) provides service along Alma School Road to downtown Phoenix via US 60 and I-10. Service operates every 20 to 30 minutes over a two-hour span in both peak periods (peak-direction only).</p> <p>Local Supplemental Bus Service – Route 81 (Hayden/McClintock) provides local service on McClintock to downtown Tempe/ASU and north to Scottsdale. Service operates all day at 30-minute frequencies to Tempe.</p> <p>Route 77 (Baseline) provides local service along Baseline Road to downtown Tempe/ASU. Service operates every 30 minutes all day.</p> <p>Route 96 (Dobson) provides service on Dobson Road; with 30-minute frequencies from morning peak through evening peak periods.</p> <p>Additional Connectivity – None proposed at this time</p>	+	+
Freeway Proximity and HOV facilities – Loop 101 currently ends at the target area boundary and is projected for completion south to the Loop 202 in 2001. HOV lanes are not currently programmed for the Loop 202. HOV lanes are programmed for US-60 through the target area. HOV demand of over 600 vehicles per hour is projected for Loop 101 north of Warner Road by 2020 and for the length of US-60 in the target area.	+	+
Location Relative to Freeway Congestion – The target area is upstream of current freeway congestion and beyond the midpoint of projected congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – This target area includes portions of Tempe, Mesa, Guadalupe, Phoenix and Chandler. The City of Phoenix has funds for park-and-ride lot development, but no funds are programmed for lot development in this target area.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 19 – Map of Target Area 19

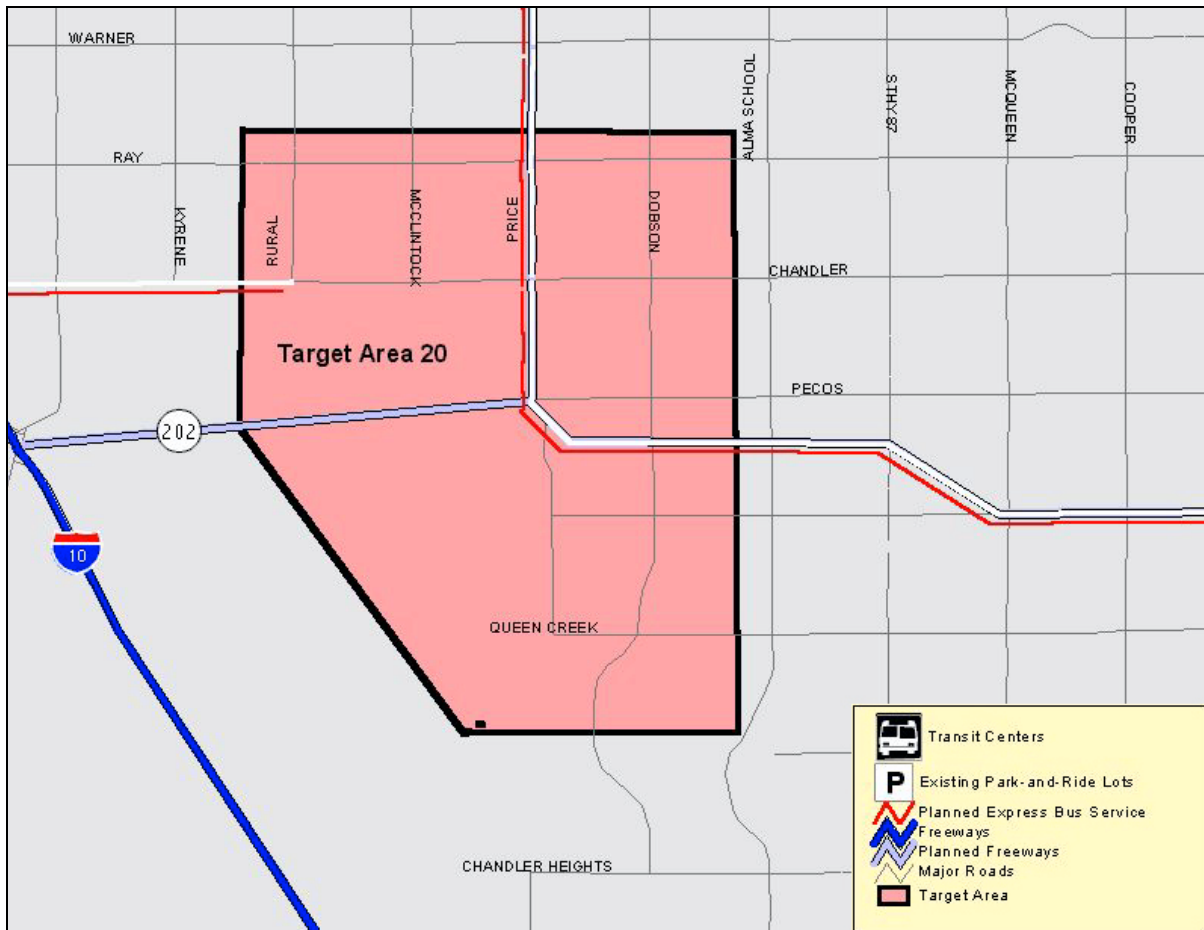


Target Area 20 (Loop 202 near Price Road – Loop 101)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least one parcel that meets the minimum acreage standards (4 acres) and has the potential for use as a park-and-ride lot. The preliminary list of sites includes: the future shopping mall at Pecos and the 202 Interchange.	0	0
<p>Express Bus Service – Route 540 (Chandler) provides service along Dobson Road to downtown Phoenix via Loop 101, US 60 and I-10. Service operates every 30 minutes over a 90-minute period in morning and afternoon peak periods.</p> <p>The Express Bus Plan includes service on the Loop 202 in this target area, as well as on the Loop 101.</p> <p>Local Supplemental Bus Service – Route 72 (Scottsdale/Rural) provides service on Rural Road from Chandler Blvd north through downtown Tempe to Scottsdale and the Scottsdale AirPark. Service operates every 30 minutes midday and evening, with 15-minute service during peak periods. Route 81 (Hayden/McClintock) provides local service along Dobson Road to downtown Tempe/ASU and north to Scottsdale. Service along Dobson operates every 30 minutes from morning peak through afternoon peak periods.</p> <p>Route 156 (Chandler Blvd.) provides service along Chandler Blvd from Intel to the Chandler-Gilbert Community College. Service operates every 90 minutes from morning rush hour through evening rush hour.</p> <p>Additional Connectivity – None proposed at this time</p>	+	+
Freeway Proximity and HOV facilities – The Price Freeway (Loop 101) is scheduled for completion in late 2000. Loop 202 is projected for completion to and within the target area in the 2005-2007 timeframe. HOV lanes are not currently programmed for the Loop 202. HOV demand of over 600 vehicles per hour is not projected by 2020 in this area.	0	0
Location Relative to Freeway Congestion – The target area is upstream of projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – This target area includes portions of Chandler, Phoenix and the Gila River Indian Community. The City of Phoenix has funds available for park-and-ride lot development, but none are programmed for lots in this target area.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 20 – Map of Target Area 20

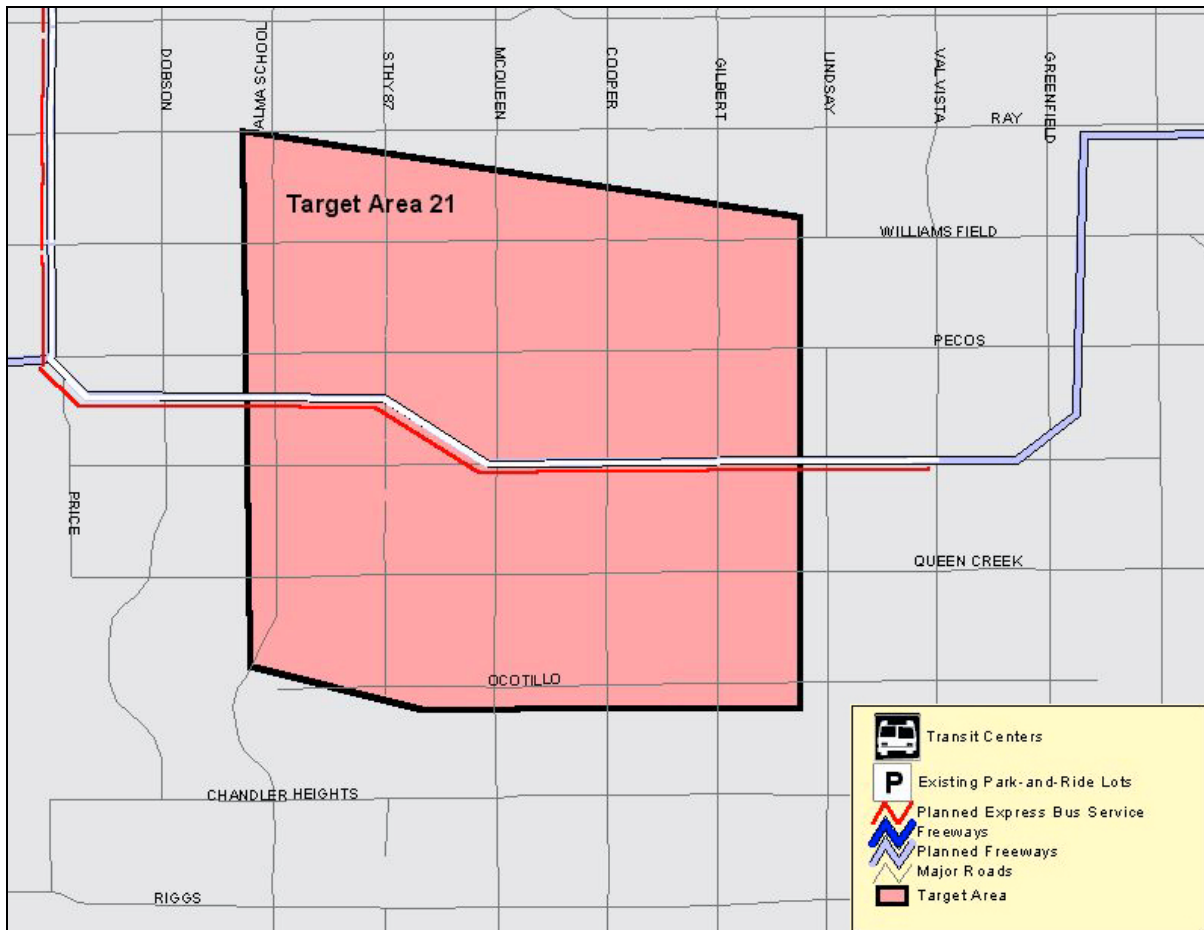


Target Area 21 (Loop 202 near McQueen)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eighteen parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites each at Power Road and Recker Road, two sites near Higley and Chandler, and three sites each near Val Vista and Lindsay Street. No joint use potentials have been identified.	+	+
<p>Express Bus Service – Route 540 (Chandler) provides express service from the northwest corner of the target area to downtown Phoenix via I-10. Span of service is 90 minutes in each peak, with service approximately every 30 minutes.</p> <p>Route 541 (Chandler) provides express service to downtown Phoenix via US 60, Loop 101 and I-10. Span of service is approximately 100 minutes in the morning and 2 hours in the afternoon, with service every 10 to 30 minutes.</p> <p>The Express Bus Plan includes service along Loop 202 in this target area.</p> <p>Local Supplemental Bus Service – Route 112 (Country Club/Arizona Avenue) provides local service along Arizona Avenue and Alma School Road every 35 to 40 minutes all day.</p> <p>Route 136 (Gilbert) provides local service along Gilbert Road north of Pecos every 30 minutes from morning peak through evening peak.</p> <p>Route 156 (Chandler Blvd.) provides local service on Chandler Blvd. every 90 minutes from morning peak through evening peak.</p> <p>Additional Connectivity – None proposed at this time</p>	+	+
Freeway Proximity and HOV facilities – Loop 202 to and within the target area is projected for completion in the 2005-2007 timeframe. HOV lanes are not currently programmed for the Loop 202. HOV demand of over 600 vehicles per hour is not projected in this area by 2020.	-	0
Location Relative to Freeway Congestion – The target area is upstream of current and projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area includes portions of Gilbert and unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 21 – Map of Target Area 21

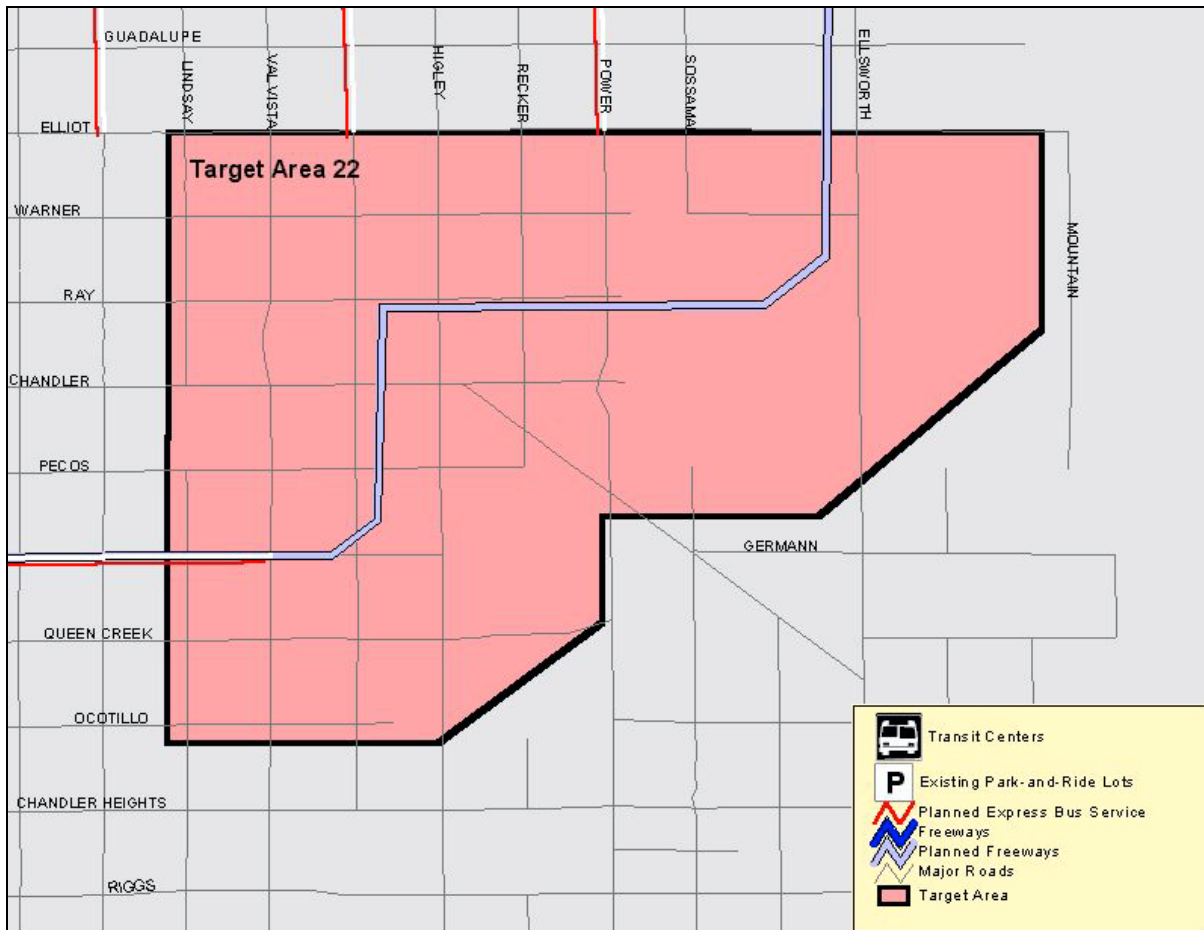


Target Area 22 (Loop 202 South near Power Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eighteen parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites each at Power Road, Recker Road two sites near Higley and Chandler, and three sites each near Val Vista and Lindsay Street. No joint use potentials have been identified.	+	+
Express Bus Service – No express service currently serves this target area. The Express Bus Plan includes service to the western edge of this target area along Loop 202. Local Supplemental Bus Service – Route 108 skirts the northwest corner of this target area, providing service on Elliott Road and Guadalupe Road. Service operates hourly from morning peak through afternoon peak periods. Additional Connectivity – None proposed at this time	-	0
Freeway Proximity and HOV facilities – Loop 202 is projected for completion to and within the target area by 2007. HOV lanes are not currently programmed for the Loop 202. HOV demand of over 600 vehicles per hour is not projected for this area by 2020.	-	0
Location Relative to Freeway Congestion – The target area is located upstream of current and projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area includes portions of Gilbert, Chandler and unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 22 – Map of Target Area 22

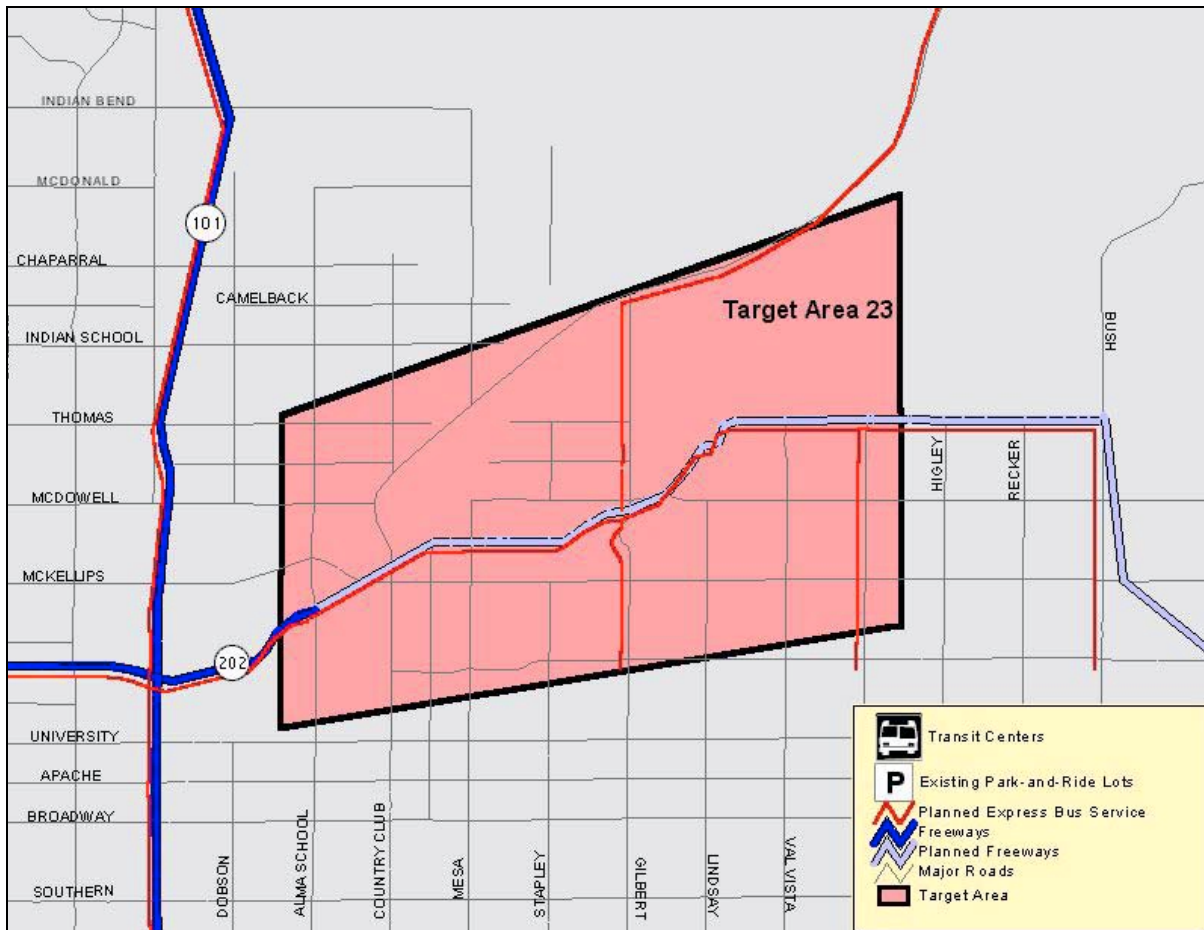


Target Area 23 (Loop 202 near Gilbert)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least four parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: Loop 202 and Gilbert Road (ADOT-owned), McDowell Road and Lindsay Road, Country Club and the Crosscut Canal, and McKellips Avenue and Center Street. In addition, two joint use potentials have been identified at the Gene Autry Athletic Complex (McKellips Road and RWCD Canal) and Hohokam Park at Center and the Crosscut Canal.	+	+
<p>Express Bus Service – Route 532 (Mesa) – links the McKellips Road area of Scottsdale via Downtown Phoenix and the State Capitol complex via Loop 202 and I-10, though does not use the segment of Loop 202 within the target area; 1 hour span of service; 30 minute frequencies.</p> <p>The express bus plan includes express service on Loop 202 and along the Beeline Highway within the target area.</p> <p>Local Supplemental Bus Service – Route 30 (University – Mesa) serves Mesa along University Drive at southern edge of target area; peak hour and midday service, 30-minute frequencies.</p> <p>Route 104 (Alma School) provides service along Alma School Road and Center Street in Mesa, peak hour and midday service, and 30-minute frequencies.</p> <p>Route 112 (Country Club/Arizona Avenue) provides service on Country Club Drive and Alma School Road in Mesa and Chandler; peak hour, midday and early evening service; 35 to 40 minute frequencies.</p> <p>Route 120 (Mesa Drive) provides service on Mesa Drive and Center Street in Mesa; peak hour and midday service, 30-minute frequencies.</p> <p>Additional Connectivity – None at this time.</p>	+	+
Freeway Proximity and HOV facilities – Loop 202 currently terminates at the western edge of the target area; the extension to the east is scheduled for completion by 2005. HOV lanes on Loop 202 currently end at the interchange with Loop 101. HOV lanes further east into the target area are not currently programmed but are anticipated in the long term. HOV demand of over 600 vehicles per hour is projected for Loop 202 west of Alma School Road by 2020.	-	0
Location Relative to Freeway Congestion – The target area is located upstream of congestion points on the Loop 101 and Loop 202. It is also located upstream of projected future congestion points.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – The target area is located within the City of Mesa. Funding for park-and-ride development is included in the City's CIP and TIP.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 23 – Map of Target Area 23

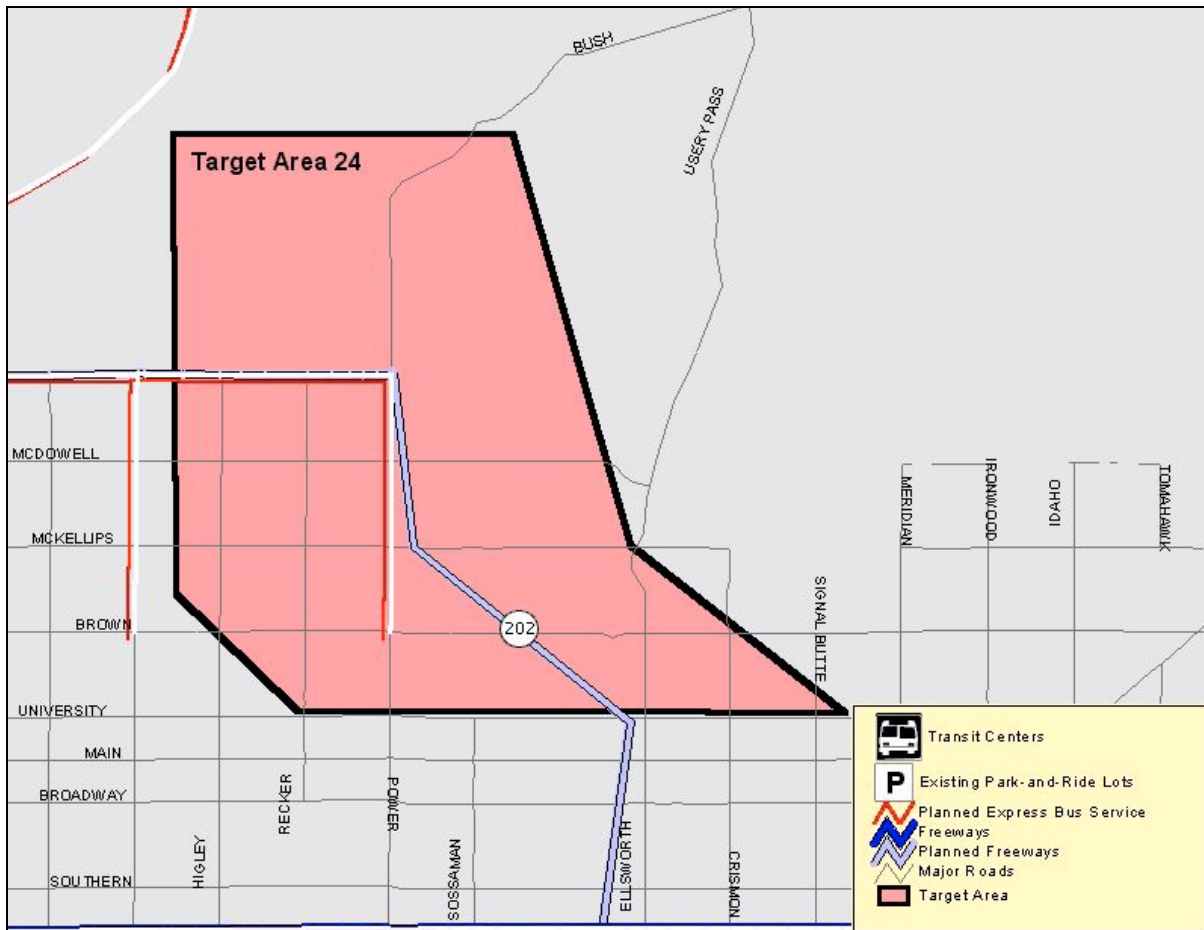


Target Area 24 (Loop 202 North near Power Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least nineteen parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: four sites each at McKellips and Brown, five near McDowell and the CAP, three near University, and three near Thomas. No joint use potentials have been identified.	+	+
<p>Express Bus Service – Express Route 532 (Mesa) provides express service to downtown Phoenix via Loop 202 and I-10. Span of service is one hour, with service every 30 minutes.</p> <p>Express route 533 (Mesa) provides express service to downtown Phoenix via US-60, Loop 101 and I-10. Two trips operate in the peak direction, approximately 1 hour apart.</p> <p>The Express Bus Plan includes service along the Loop 202 as well as on several major arterials connecting to the Loop 202 in this target area.</p> <p>Local Supplemental Bus Service – Route 30 (University/Mesa) provides service along Power Road and University Drive. Service operates every 30 minutes from morning peak through evening peak.</p> <p>Route 136 (Gilbert) provides peak period service along Higley Road and Brown Road west to Gilbert and then south along Gilbert Road. Peak period service (5 to 8 am and 2 to 5 pm) operates every 30 minutes.</p> <p>Route 184 (Power) provides local service along Power Road, Adobe Road and Brown Road, with service every 1 hour 12 minutes from end of morning rush hour through evening rush hour.</p> <p>Additional Connectivity – None proposed at this time</p>	+	+
Freeway Proximity and HOV facilities – Loop 202 is projected for completion by 2005 to and within the target area. HOV lanes are not currently programmed on the Loop 202 east of the Loop 101. HOV demand of over 600 vehicles per hour is not projected for this area by 2020.	-	0
Location Relative to Freeway Congestion – The target area is located upstream of congestion points on the Loop 101 and Loop 202. It is also located upstream of projected future congestion points.	+	+
Projected Demand – The estimated demand for spaces in the year 2020, ranking this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area includes portions of Mesa and unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 24 – Map of Target Area 24

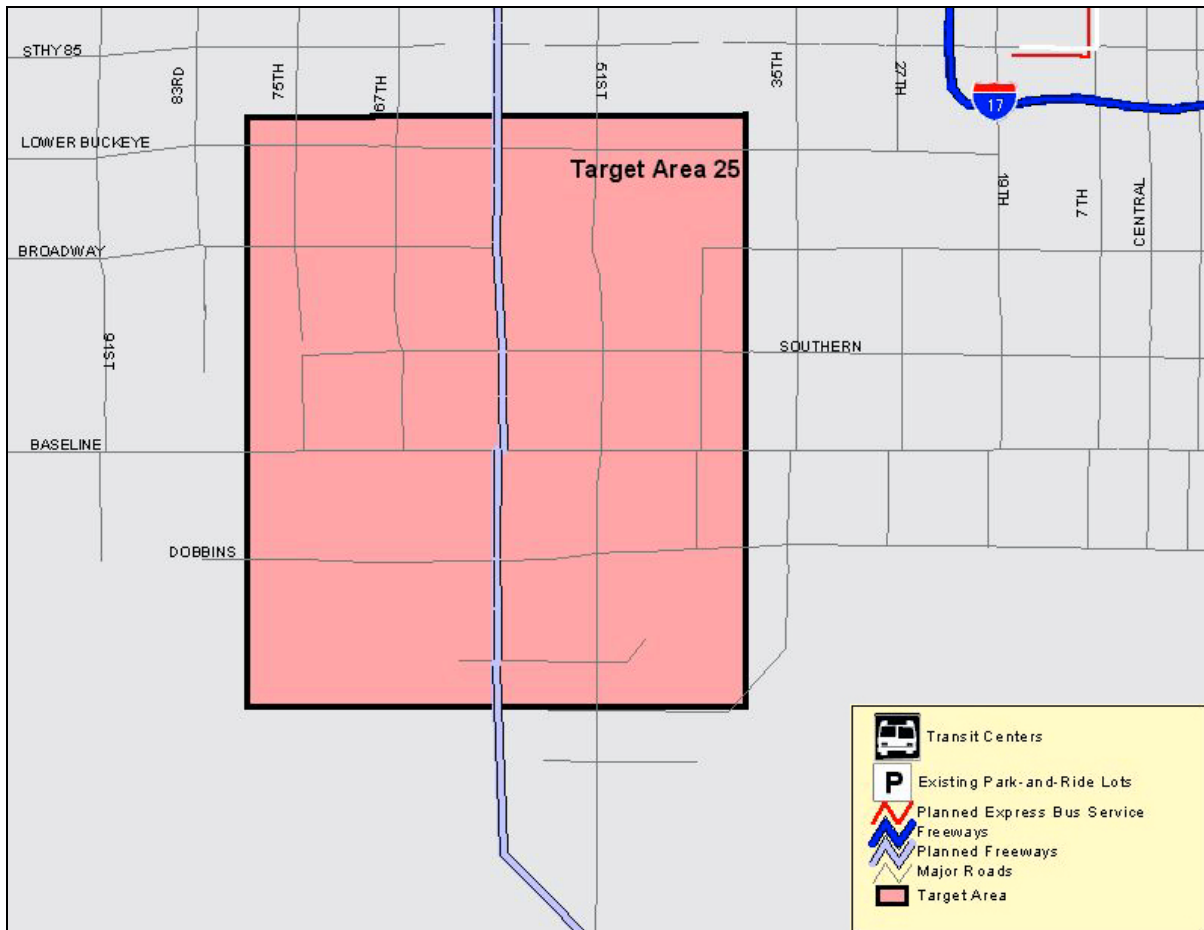


Target Area 25 (Loop 202 West near Baseline Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eight parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: two sites each at Baseline, and Dobbins, and four sites at Lower Buckeye. No joint use potentials have been identified.	+	+
Express Bus Service – No express service currently serves this target area. The Express Bus Plan does not propose service to this target area. The nearest service is along I-10 to the north. Local Supplemental Bus Service – No local service is provided to this target area. Additional Connectivity – None proposed at this time	-	-
Freeway Proximity and HOV facilities – A completion schedule for construction of Loop 202 in the vicinity of the target area has not been developed. HOV lanes are not currently programmed for that section of the Loop 202. HOV demand of over 600 vehicles per hour is not projected for this area by 2020.	-	0
Location Relative to Freeway Congestion – The target area is upstream of current and projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area is within the City of Phoenix. Phoenix has funds for park-and-ride lot development, but none are programmed for lots in this target area.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 25 – Map of Target Area 25

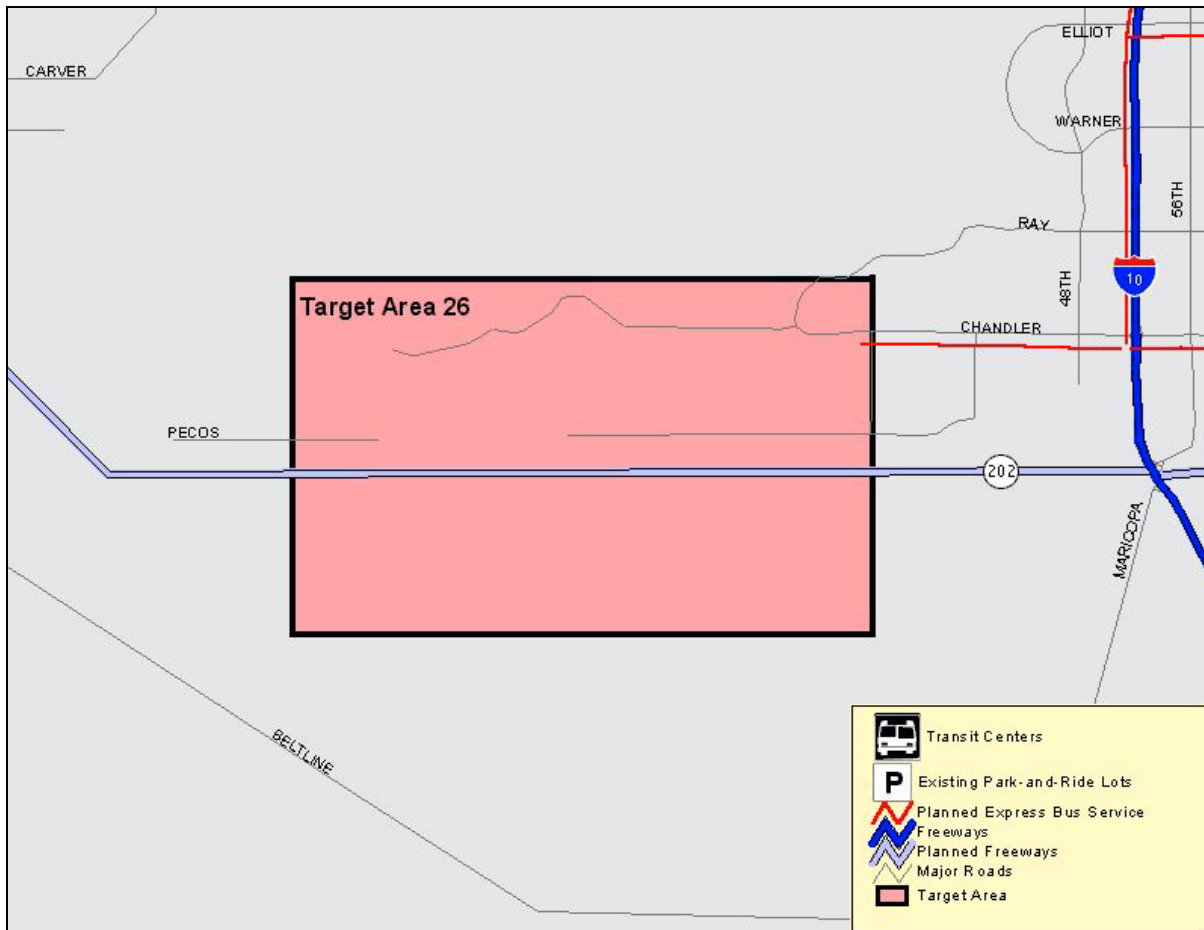


Target Area 26 (Loop 202 near 32nd Street)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least two parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: Liberty Lane and 24 th Street and 40 th and Pecos (ADOT-owned). No joint use sites were identified.	0	0
Express Bus Service – No express bus service currently operates to this target area. Express bus service is planned for the target area (west on Chandler Road from I-10). Local Supplemental Bus Service – No local bus service currently operates to this target area. The Phoenix 2000 Transit plan does propose local service (Desert Foothills Mini-Bus). Additional Connectivity – None proposed at this time.	-	+
Freeway Proximity and HOV facilities – No freeway currently passes through the target area. I-10 is located to the east of the area. Loop 202 (South Mountain Freeway) is planned for construction during the next 5 years and would directly serve the target area. HOV lanes are not currently programmed along Loop 202. HOV demand of over 600 vehicles per hour is not projected for this area by 2020.	0	0
Location Relative to Freeway Congestion – The target area is located south and west of current congestion along I-10 and is located upstream of congestion projected for the 202 Loop as it approaches I-10.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the middle third of all target areas.	0	0
Jurisdictional Support – The target area is within the City of Phoenix and the Gila River Indian Community. While Phoenix has funds for new park-and-ride facilities, this area is not currently being considered for one of the new lots.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 26 – Map of Target Area 26

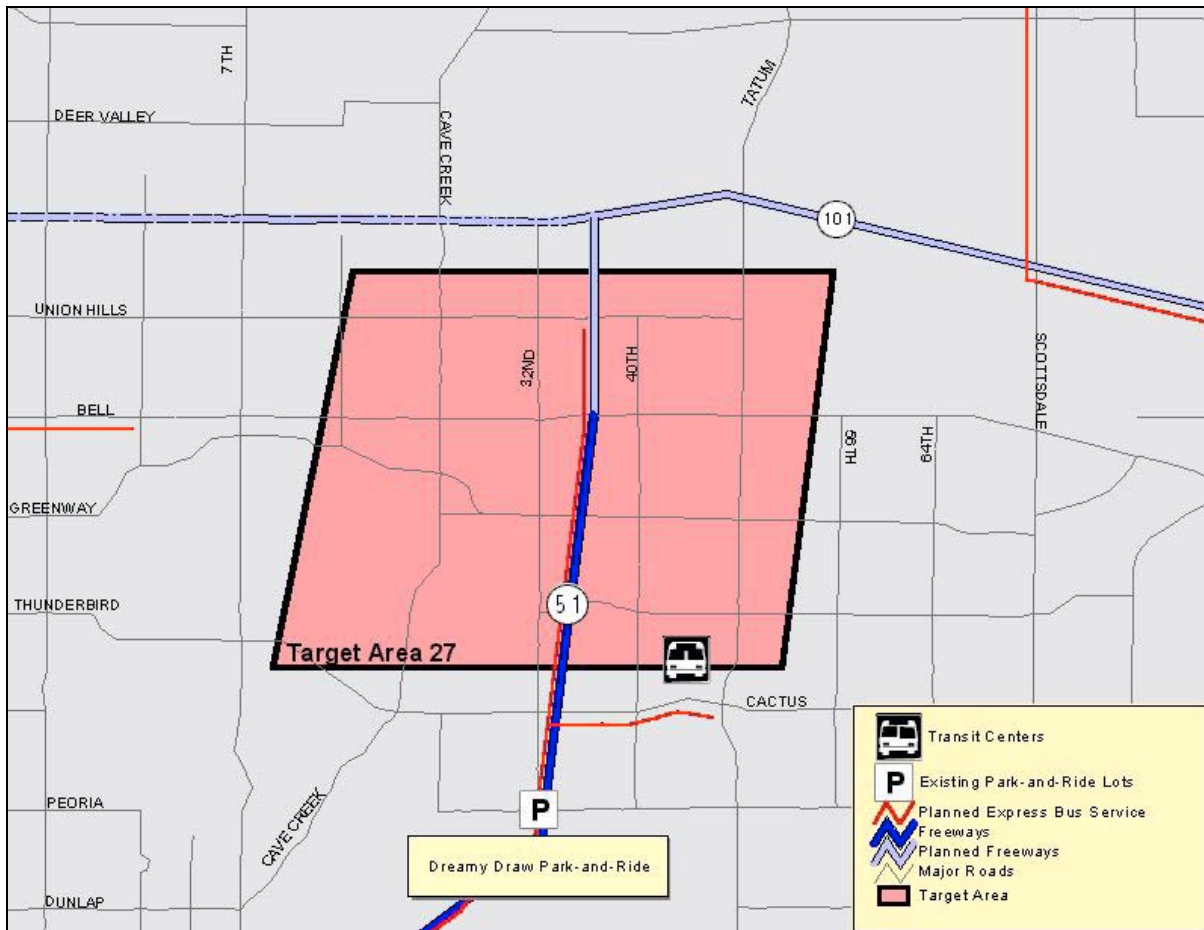


Target Area 27 (SR-51 near Bell Road)

	Near-term ranking	Long-term ranking
Spacing – The Dreamy Draw Park-and-ride lot is located four miles south of the center of this target area.	0	0
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, as well as input from local jurisdictions, the consultant team has identified at least five parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: SR-51 and Bell Road (ADOT-owned), Bell Road and 40 th Street, SR 51 at Union Hills Drive (2 sites). A joint use site was identified west of SR-51 on Bell Road.	+	+
<p>Express Bus Service – Express route 500 (Paradise Valley) links the target area with downtown Phoenix; span of service 1 hour, frequency of service 30 minutes.</p> <p>Route 501 (Paradise Valley) links the southern portion of the target area with downtown Phoenix; span of service 1 hour, frequency of service 30 minutes.</p> <p>The express bus plan proposes additional service to this area, as does Phoenix Transit 2000 plan.</p> <p>Local Supplemental Bus Service – Route B (Blue Line) provides service to Central Avenue and downtown Phoenix via Paradise Valley Mall. Service north of Paradise Valley Mall operates every 60 minutes (several additional peak period trips).</p> <p>Route 90 (Dunlap) links the target area with Glendale, Metrocenter and Paradise Valley Community College. Service operates peak periods and midday every 30 minutes.</p> <p>Route 138 (Thunderbird) provides east-west service along Thunderbird Road (and Cactus Road) hourly peak period and midday.</p> <p>Route 170 (Bell Road) provides east-west service along Bell Road every 30 minutes peak period (90 minute span) and every 1 hour 8 minutes midday.</p> <p>Additional Connectivity – None planned at this time.</p>	++	++
Freeway Proximity and HOV facilities – SR51 currently serves the southern portion of the target area. The completion of SR51 to Loop 101 is expected by 2004. HOV facilities are also planned on SR-51. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	0	+
Location Relative to Freeway Congestion – The target area is upstream of current and projected freeway congestion on SR51.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The target area is in the City of Phoenix. Phoenix has funding available for a park-and-ride lot in this target area.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 27 – Map of Target Area 27

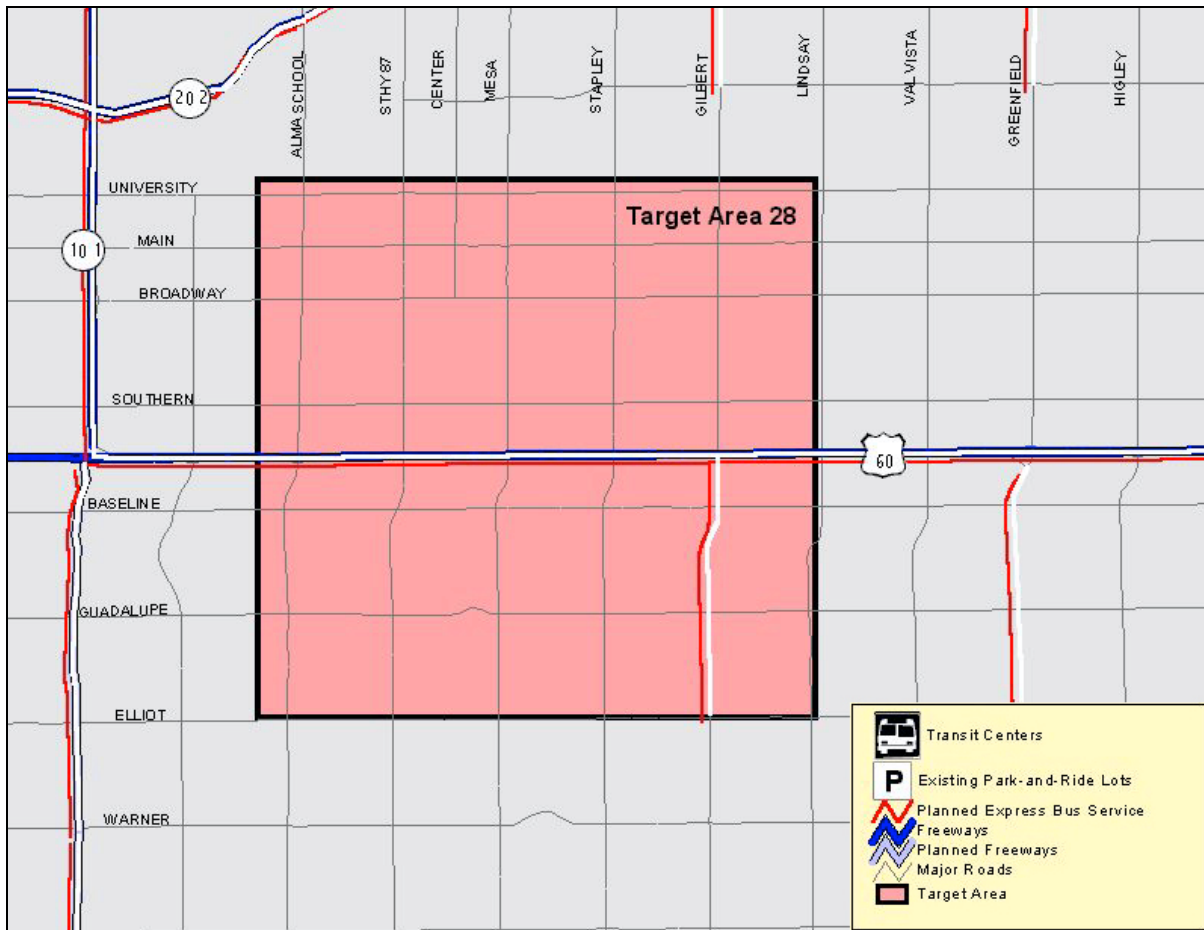


Target Area 28 (US 60 near Country Club Drive)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lots in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least seven parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: sites to the north and south of the SPRR, and near Stapley and Alma School. A joint use potential was identified at Fiesta Mall.	+	+
<p>Express Bus Service – Route 531 (Mesa/Gilbert) provides express service to downtown Phoenix via US 60, Loop 101 and I-10. The morning span of service is 90 minutes, with a two-hour afternoon span of service. Service frequency is every 20 to 30 minutes.</p> <p>Route 533 (Mesa) provides express service through this target area along US 60 but does not currently stop in this target area. Two trips are provided in each peak period (50 to 60 minutes apart).</p> <p>Express bus service is proposed along US 60 in this target area.</p> <p>Local Supplemental Bus Service – Route R (Red Line) provides service along Main Street to downtown Tempe/ASU, and on to downtown Phoenix, the Central Avenue corridor and Metrocenter. Service operates every 30 minutes all day, with 15-minute headways during peak periods.</p> <p>Route 30 (University/Mesa) provides service along University Drive east of Dobson Road. Service operates every 30 minutes from morning peak through evening peak.</p> <p>Route 104 (Alma School) provides service along Alma School Road and Center Street. Service operates every 30 minutes from morning peak through evening peak.</p> <p>Route 120 (Mesa Drive) provides service along Mesa Drive and Center Street every 30 minutes from morning peak through evening peak.</p> <p>Route 136 (Gilbert) provides service along Gilbert Road every 30 minutes from morning peak through evening peak.</p> <p>Additional Connectivity – Light rail is proposed to reach the western edge of this target area.</p>	++	++
Freeway Proximity and HOV facilities – US-60 is complete. HOV lanes are programmed along the length of US-60 within the project area. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	+	+
Location Relative to Freeway Congestion – The target area is downstream of the midpoint of current and projected congestion on US-60.	0	0
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The target area includes portions of Mesa and Gilbert. The City of Mesa has funding for park-and-ride development in its CIP.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 29 – Map of Target Area 28

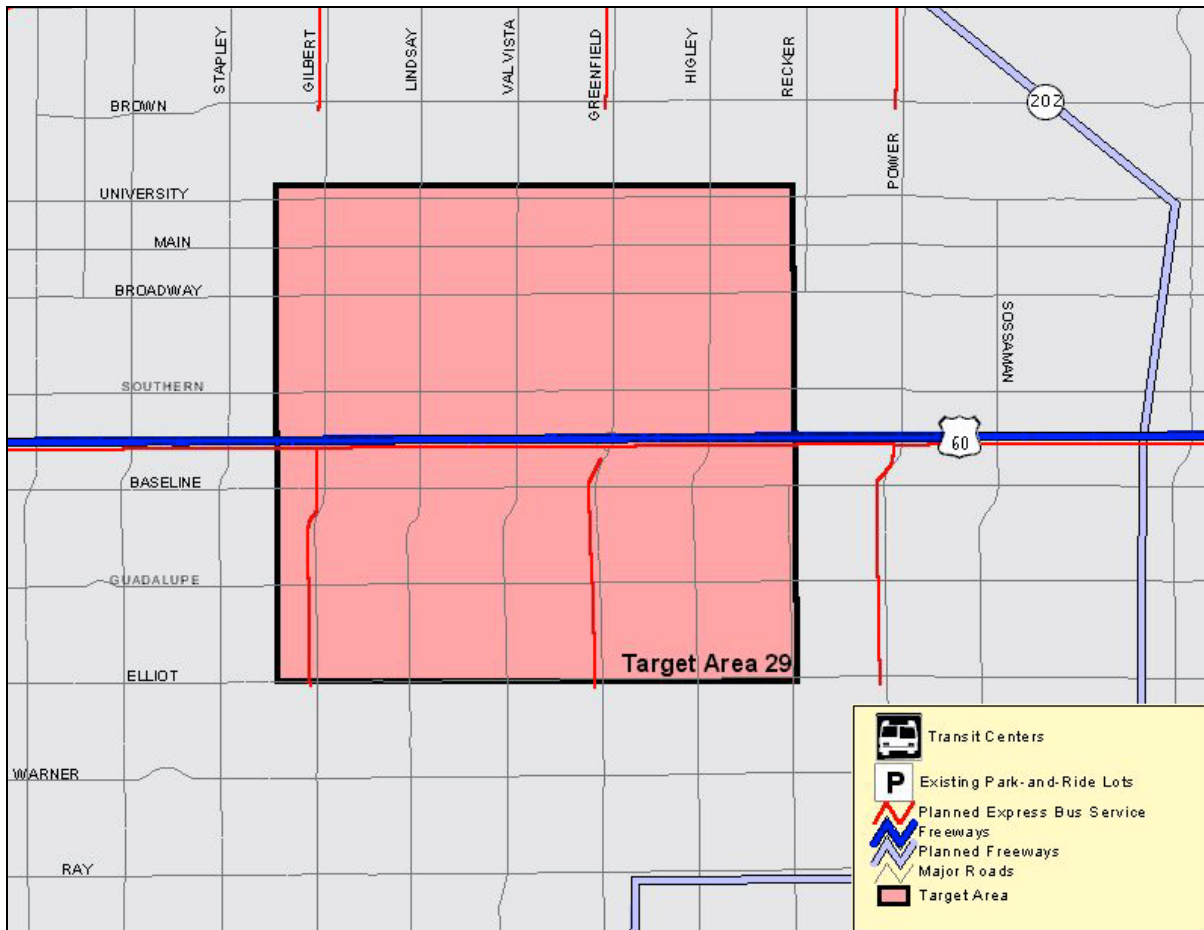


Target Area 29 (US 60 near Val Vista)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lot in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, and input from local jurisdictions, the consultant team has identified at least five parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: US 60 and Val Vista Road, Gilbert Road and UPRR (2 sites), Gilbert Road south of US 60, US 60 and Lindsay Road. One joint use site was identified in Mesa.	+	+
<p>Express Bus Service – Route 531(Mesa/Gilbert) provides peak hour service to downtown Phoenix and the State Capitol complex; span of service is 90 minutes in the morning and 2 hours in the afternoon; service frequency is 20 minutes in the morning and 30 minutes in the afternoon. Route 533 (Mesa) –provides two peak hour trips from Mesa to Downtown Phoenix and the State Capitol Complex; 1 hour span of service with 60 minute frequencies. Express service along US 60 is included in the Express Bus Plan.</p> <p>Local Supplemental Bus Service – Route R (Red Line) serving the west edge of the target area provides peak hour, midday and early evening service to Downtown Tempe/ASU, Sky Harbor, Downtown Phoenix and Metrocenter via Main Street in Mesa; 30 minute frequencies (plus several additional peak hour trips). Route 30 (University – Mesa) serves Mesa via University Drive, along the northern edge of the target area; service provided peak hours and midday; 30 minute frequencies. Route 46 (Broadway – Mesa) serves Mesa via Broadway Road; service provided peak periods and midday at 30-minute frequencies. Route 108 (Elliott - Gilbert) provides service along Elliott Road and Guadalupe Road during peak hours and midday; 60 minute frequencies. Route 136 (Gilbert) provides north-south service along Gilbert Road; service provided peak periods and midday; 30 minute frequencies.</p> <p>Additional Connectivity – None at this time.</p>	++	++
Freeway Proximity and HOV facilities – US 60 serves the target area; HOV lanes do not currently exist on US60 but are programmed. HOV demand of over 600 vehicles per hour is projected for this area by 2020.	+	+
Location Relative to Freeway Congestion – target area is upstream of current and projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – This target area is in the Cities of Mesa and Gilbert, as well as unincorporated Maricopa County. An Environmental Assessment is currently underway on a park-and-ride lot in this target area by the City of Gilbert.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 29 –Map of Target Area 29

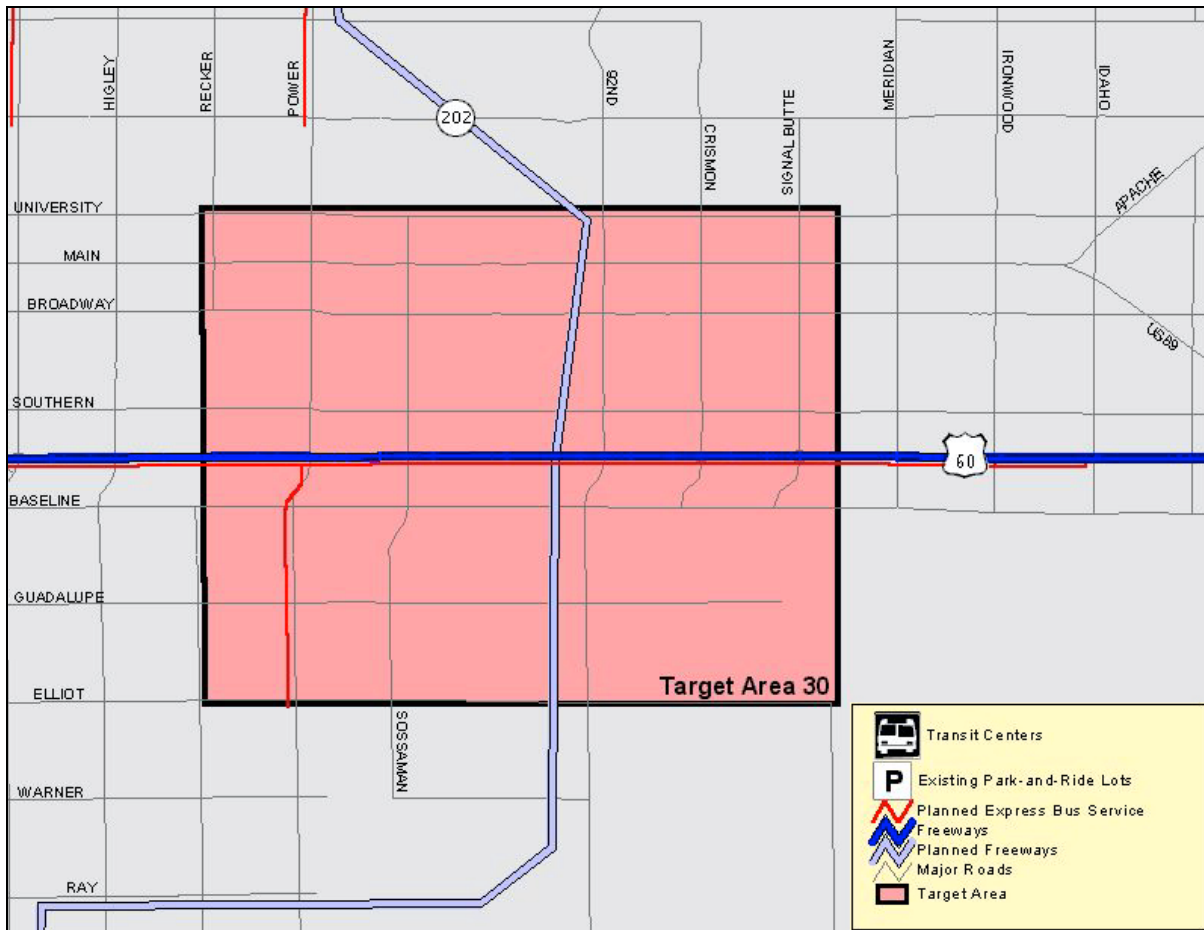


Target Area 30 (US 60 near Power Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lot in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least six parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: US 60 and Power Road (ADOT-owned - Superstition Springs Mall vicinity), Power Road at Broadway Road, US 60 at Sossaman Road, and Broadway Road and Hawes Road. Several joint use sites were identified: one was adjacent to Superstition Springs Mall, as well as two church lots near Loop 202.	+	+
Express Bus Service – Route 533(Mesa) –provides two peak hour trips from Mesa to Downtown Phoenix and the State Capitol Complex; 1 hour span of service with 60 minute frequencies. Express bus service along US 60 is included in the Express Bus Plan. Local Supplemental Bus Service – Route 30 (University – Mesa) serves Mesa via University Drive, along the northern edge of the target area; service provided peak hours and midday; 30 minute frequencies. Route 46 (Broadway – Mesa) serves Mesa via Broadway Road; service provided peak periods and midday at 30-minute frequencies. Route 108 (Elliott - Gilbert) provides service along Elliott Road and Guadalupe Road during peak hours and midday; 60 minute frequencies. Route 184 (Power) provides service along Power Road in the City of Mesa; service begins at end of morning peak period and continues through evening peak period; 1 hour 12 minute frequencies. Additional Connectivity – None at this time.	+	+
Freeway Proximity and HOV facilities – US 60 serves the target area; HOV lanes do not currently exist on US60 but are planned as far east as Hawes Road by 2007. HOV demand of over 600 vehicles per hour is projected for US-60 east to Hawes Road by 2020.	0	+
Location Relative to Freeway Congestion – target area is upstream of current and projected freeway congestion.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – This target area is in the Cities of Mesa and Gilbert as well as unincorporated Maricopa County. An Environmental Assessment (City of Mesa) is in progress on a park-and-ride facility within this target area.	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 30 – Map of Target Area 30

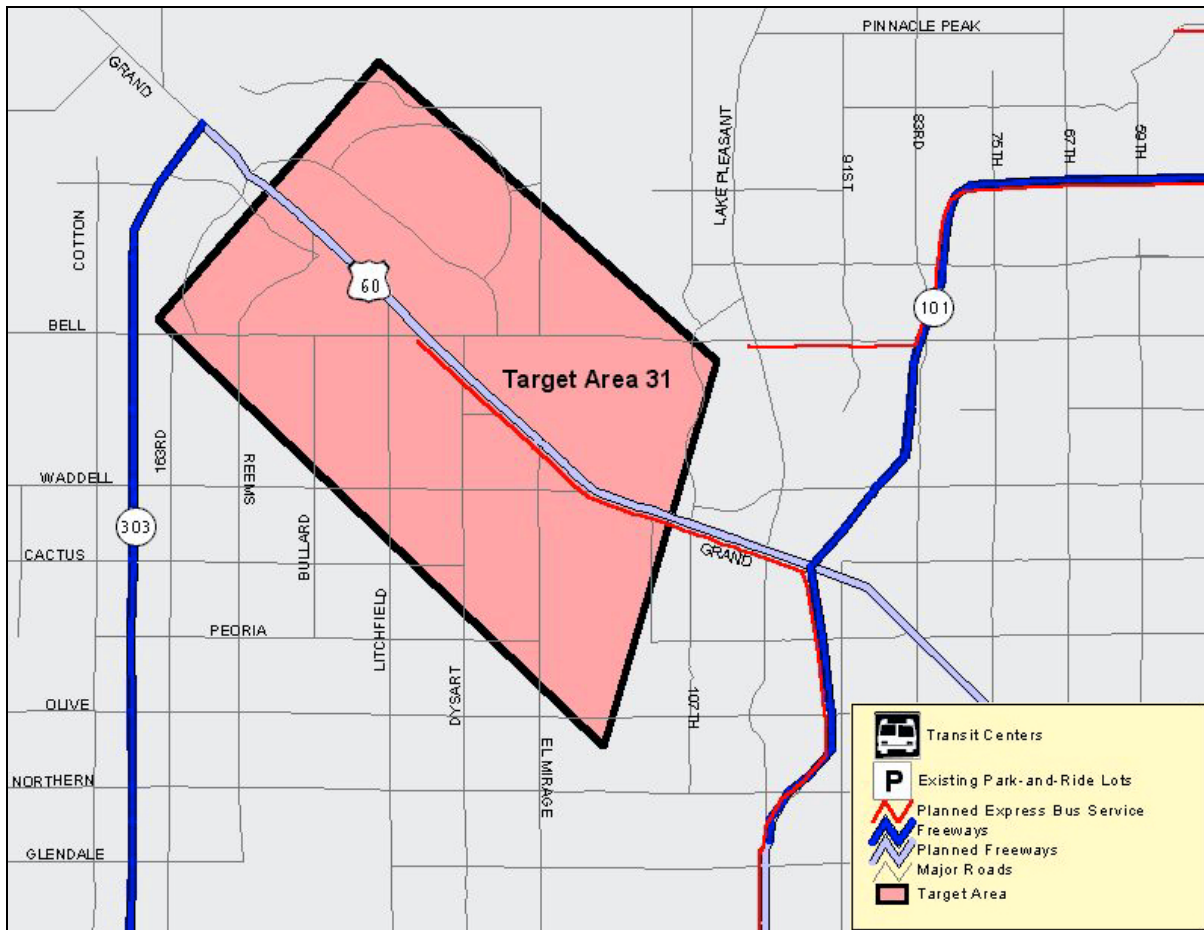


Target Area 31 (US 60 – Grand Avenue - near Litchfield Road)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lot in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eight parcels that meet the minimum acreage standards (4 acres) and have potential for use as park-and-ride lots. The preliminary list of sites includes: Grand Avenue and Bell Road (four corners), Dysart Road and Grand Avenue (southeast and southwest quadrants), two sites near the railroad near Dysart, and one existing paved lot near El Mirage. No joint use sites were identified.	+	+
Express Bus Service – No express service currently service this target area. The Express Bus Pan includes service along Grand Avenue serving this target area. Local Supplemental Bus Service – Route 106 (Peoria/Shea) provides local service from the southeast corner of the target area to Peoria Avenue, serving Metrocenter and points east. Service operates at uneven headways ranging from 15 to 75 minutes. Additional Connectivity – None at this time.	-	+
Freeway Proximity and HOV facilities – Freeways do not currently serve this target area, nor are they currently programmed. HOV demand of over 600 vehicles per hour is not projected for this target area by 2020.	-	-
Location Relative to Freeway Congestion – The target area is upstream of current and projected congestion along Loop 101 and proposed improvements along Grand Avenue.	+	+
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the lower third of all target areas.	-	-
Jurisdictional Support – The target area includes portions of Surprise, El Mirage, Peoria and Youngtown, as well as unincorporated Maricopa County.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 31 – Map of Target Area 31

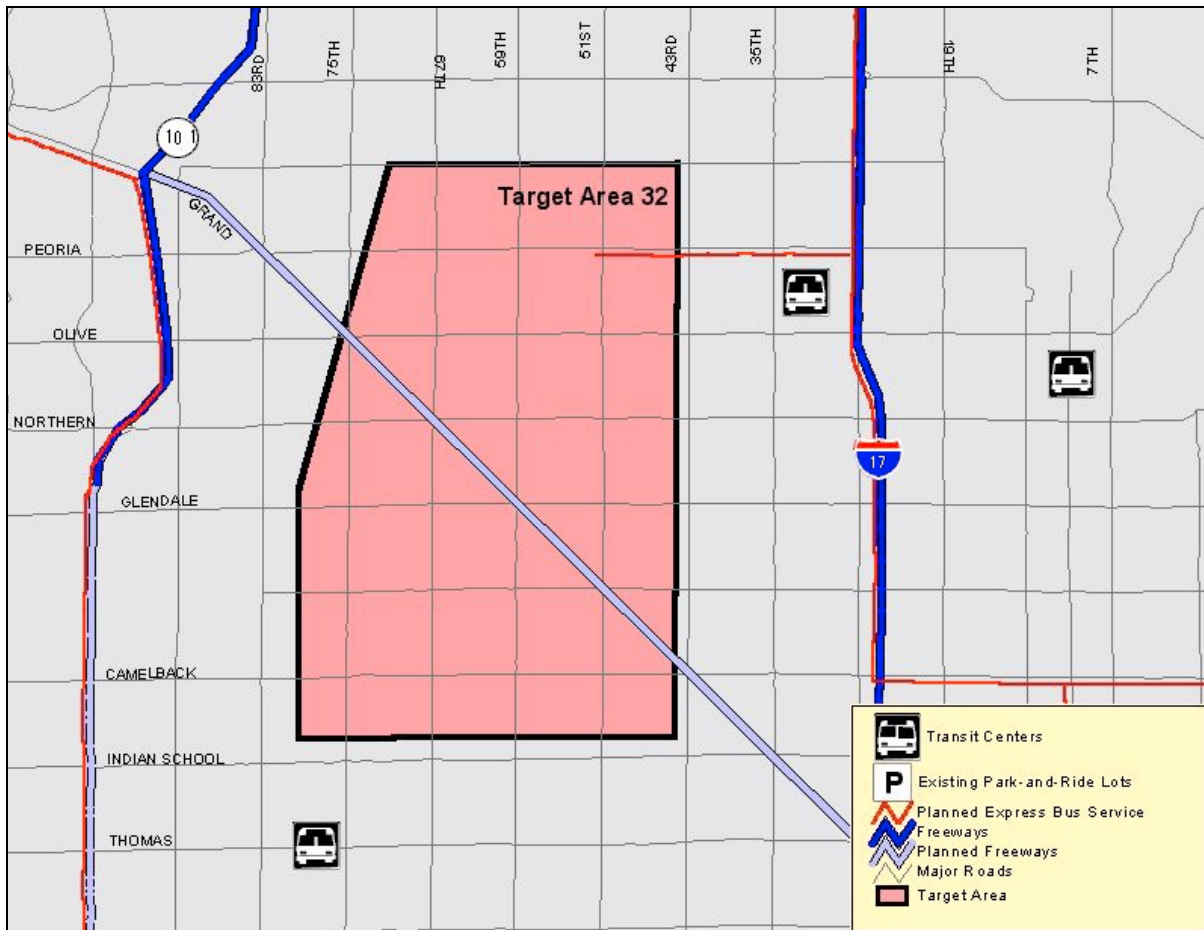


Target Area 32 (US 60 – Grand Avenue - near 59th Avenue)

	Near-term ranking	Long-term ranking
Spacing – No existing large-scale park-and-ride lot in area.	+	+
Available Land – Based on an initial examination of 1999 aerial photographs of the target area, the consultant team has identified at least eight parcels that meet the minimum acreage standards (4 acres) and have the potential for use as park-and-ride lots. The preliminary list of sites includes: the intersection of Grand Avenue, Olive and 75 th Avenue (south and west quadrants), a site near Olive between 75 th and 67 th Avenues, one near Northern between 75 th and 67 th Avenues, one near 43 rd Avenue and Camelback, and two near Bethany Home and 51 st Avenue. No joint use sites were identified.	+	+
<p>Express Bus Service – Route 570 (Glendale) provides express service to Central Avenue corridor and downtown Phoenix via I-17. Two trips operate in the morning 60 minutes apart, while two evening trips operate 30 minutes apart. The express bus plan does not propose service to this target area (see light rail under “additional connectivity.”)</p> <p>Local Supplemental Bus Service – Route Y (Yellow Line) provides service along Grand Avenue to downtown Phoenix and on to Downtown Tempe/ASU. Service operates all day approximately every 30 minutes.</p> <p>Route 17 (McDowell) provides service from 55th and Camelback to McDowell Road, then east to Scottsdale. Service operates approximately every 30 minutes from morning peak through evening peak.</p> <p>Route 24 (24th Street/Glendale Avenue) provides service along Glendale Avenue and 24th Street, including service to the Sky Harbor Airport area. Service operates every 20 to 30 minutes all day.</p> <p>Route 41 (Indian School) operates a loop up to 73rd Avenue and Camelback every 30 minutes from morning peak through evening peak.</p> <p>Route 50 (Camelback) provides service along Camelback Road every 22 minute, with additional service during the morning peak period.</p> <p>Route 59 (59th Avenue) operates along 59th Avenue every 30 minutes all day.</p> <p>Route 60 (Bethany Home) provides service along Bethany Home Road every 35 minutes from morning peak through evening peak.</p> <p>Route 67 (67th Avenue) provides services along 67th Avenue every hour from morning peak through evening peak.</p> <p>Route 70 (Luke Link) provides hourly service along Glendale from Manistee Town Center to the Luke Commissary from morning peak through evening peak.</p> <p>Route 80 (Northern) provides service along Northern Avenue every 30 minutes from morning peak through evening peak.</p> <p>Route 90 (Dunlap) provides service along Olive Avenue to Paradise Valley Community College every 30 minutes from morning peak through evening peak.</p> <p>Additional Connectivity – The proposed light rail line will reach the east end of the target area. Glendale has a transit center planned in the area.</p>	0*	0*
Freeway Proximity and HOV facilities – No freeways currently serve the target area directly. HOV lanes are not currently programmed or planned for the area. HOV demand of over 600 vehicles per hour is not projected for this target area by 2020.	-	-
Location Relative to Freeway Congestion – The target area is located along the midpoint of projected congestion along Grand Avenue.	0	0
Projected Demand – The estimated demand for spaces in the year 2020 ranked this target area in the upper third of all target areas.	+	+
Jurisdictional Support – The target area includes portions of Peoria, Phoenix and Glendale. Phoenix has funds for park-and-ride lot development, but none are programmed for lots in this target area.	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Figure 32 – Map of Target Area 32



Part Three: Target Area Criteria Matrix

In the tables on the following pages, the criteria outlined in Part 1 of this memorandum and applied in Part 2 are summarized in two tables – the first focusing on near-term development and the second on long-term development. It should again be stressed that the criteria have not been weighted. The +, 0 and – ratings are provided in an effort to provide an overall, visual comparison among the target areas; they should, however, be considered in conjunction with the narrative in Part Two prior to final decisions on the ranking of target areas.

Table 1: Summary of Target Area Rankings for Near-Term Park-and-Ride Lot Development

	TARGET AREAS									
	#1 – I-10 near Cotton Road	#2 – I-10 near Litchfield Road	#3 – I-10 near 51 st Avenue	#4 – I-10 near Elliot Road	#5 – I-10 near Chandler Blvd.	#6 – I-10 near Riggs Road	#7 – I-17 near Peoria Avenue	#8 – I-17 near Deer Valley Road	#9 – I-17 near Desert Hills	#10 – Loop 101 near Camelback Road
Spacing	+	+	-	+	+	+	0	+	+	+
Available Land	+	+	-	+	+	-	0	+	+	+
Express Bus Service	-	+	0*	+	+	-	+	+	-	-
Freeway and HOV Lane	0	0	+	+	+	0	+	0	0	0
Proximity Location Relative to Congestion	+	+	+	+	+	+	0	+	+	+
Projected Demand	-	0	-	0	0	-	-	+	-	+
Jurisdictional Support	0	0	0	+	+	0	+	0	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

	TARGET AREAS									
	#11 – Loop 101 near Grand Avenue	#12 – Loop 101 near 75 th Avenue	#13 – Loop 101 near 59 th Ave.	#14 – Loop 101 near Cave Creek Road	#15 – Loop 101 near Scottsdale Road	#16 – Loop 101 near Shea Blvd.	#17 – Loop 101 near Chaparral Road	#18 – Loop 101 in Tempe (Univ./ Broadway)	#19 – Loop 101 near Warner Road	#20 – Loop 202 near Arizona Avenue
Spacing	+	+	+	+	+	+	+	+	+	+
Available Land	+	+	0	+	+	+	-	+	0	0
Express Bus Service	-*	-	-	0*	-*	+	+	+	+	+
Freeway and HOV Lane Proximity	0	0	0	0	0	0	0	0	+	-
Location Relative to Congestion	+	+	+	+	+	+	+	+	+	+
Projected Demand	0	+	+	0	+	0	-	0	0	-
Jurisdictional Support	0	0	+	0	+	+	+	0	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

	TARGET AREAS									
	#21 – Loop 202 near Val Vista	#22 – Loop 202 South near Power Road	#23 – Loop 202 near Gilbert	#24 – Loop 202 North near Power Road	#25 – Loop 202 near Baseline Road	#26 – Loop 202 near 32 nd Street	#27 – SR-51 near Bell Road	#28 – US 60 near Country Club Road	#29 – US 60 near Val Vista	#30 – US 60 near Power Road
Spacing	+	+	+	+	+	+	0	+	+	+
Available Land	+	+	+	+	+	0	+	+	0	0
Express Bus Service	+	-	+	+	-	-	+	+	+	+
Freeway and HOV Lane Proximity	-	-	-	-	-	0	0	+	+	0
Location Relative to Congestion	+	+	+	+	+	+	+	0	+	+
Projected Demand	-	-	0	-	-	0	+	+	+	+
Jurisdictional Support	0	0	0	0	0	0	+	+	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

	TARGET AREAS	
	#31 – Grand Ave near Litchfield	#32 – Grand Ave. near 59 th Ave
Spacing	+	+
Available Land	+	+
Express Bus Service	-	0*
Freeway and HOV Lane Proximity	-	-
Location Relative to Congestion	+	0
Projected Demand	-	+
Jurisdictional Support	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

Table 2: Summary of Target Area Rankings for Long-Term Park-and-Ride Lot Development

	TARGET AREAS									
	#1 – I-10 near Cotton Road	#2 – I-10 near Litchfield Road	#3 – I-10 near 51 st Avenue	#4 – I-10 near Elliot Road	#5 – I-10 near Chandler Blvd.	#6 – I-10 near Riggs Road	#7 – I-17 near Peoria Avenue	#8 – I-17 near Deer Valley Road	#9 – I-17 near Desert Hills	#10 – Loop 101 near Camelback Road
Spacing	+	+	-	+	+	+	0	+	+	+
Available Land	+	+	-	+	+	-	0	+	+	+
Express Bus Service	0	+	0*	+	+	-	+	+	+	0
Freeway and HOV Lane	0	0	+	+	+	0	+	0	0	0
Proximity										
Location Relative to Congestion	+	+	0	+	+	+	0	+	+	+
Projected Demand	-	0	-	0	0	-	-	+	-	+
Jurisdictional Support	0	0	0	+	+	0	+	0	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

	TARGET AREAS									
	#11 – Loop 101 near Grand Avenue	#12 – Loop 101 near 75 th Avenue	#13 – Loop 101 near 59 th Ave.	#14 – Loop 101 near Cave Creek Road	#15 – Loop 101 near Scottsdale Road	#16 – Loop 101 near Shea Blvd.	#17 – Loop 101 near Chaparral Road	#18 – Loop 101 in Tempe (Univ./ Broadway)	#19 – Loop 101 near Warner Road	#20 – Loop 202 near Arizona Avenue
Spacing	+	+	+	+	+	+	+	+	+	+
Available Land	+	+	0	+	+	+	-	+	0	0
Express Bus Service	+	+	+	0*	+	+	+	+	+	+
Freeway and HOV Lane Proximity	0	0	0	0	0	0	0	0	+	0
Location Relative to Congestion	+	+	+	+	+	+	+	+	+	+
Projected Demand	0	+	+	0	+	0	-	0	0	-
Jurisdictional Support	0	0	+	0	+	+	+	0	0	0

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

	TARGET AREAS									
	#21 – Loop 202 near Val Vista	#22 – Loop 202 South near Power Road	#23 – Loop 202 near Gilbert	#24 – Loop 202 North near Power Road	#25 – Loop 202 near Baseline Road	#26 – Loop 202 near 32 nd Street	#27 – SR-51 near Bell Road	#28 – US 60 near Country Club Road	#29 – US 60 near Val Vista	#30 – US 60 near Power Road
Spacing	+	+	+	+	+	+	0	+	+	+
Available Land	+	+	+	+	+	0	+	+	0	0
Express Bus Service	+	0	+	+	-	+	+	+	+	+
Freeway and HOV Lane Proximity	0	0	0	0	0	0	+	+	+	+
Location Relative to Congestion	+	+	+	+	+	+	+	0	+	+
Projected Demand	-	-	0	-	-	0	+	+	+	+
Jurisdictional Support	0	0	0	0	0	0	+	+	+	+

*An asterisk accompanying the “+” for the Express Bus Criteria signifies a target area where either supplemental local bus service exists to regional destinations (or is planned) or where additional transit system connectivity exists.

	TARGET AREAS	
	#31 – Grand Ave near Litchfield	#32 – Grand Ave. near 59th Ave
Spacing	+	+
Available Land	+	+
Express Bus Service	+	0*
Freeway and HOV Lane Proximity	-	-
Location Relative to Congestion	+	0
Projected Demand	-	+
Jurisdictional Support	0	0

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